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small craft advisory

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

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About the Cover

Edwin Lyngar, Nevada's Boating Education Coordinator, was selected as the 2014 National Boating Educator of the Year by the National Association of State Boating Law Administrators. During his 11 years with the Nevada Department of Wildlife, Lyngar has proven himself to be an outspoken leader in the realm of boating safety and a tireless champion of education.
NDOW photo

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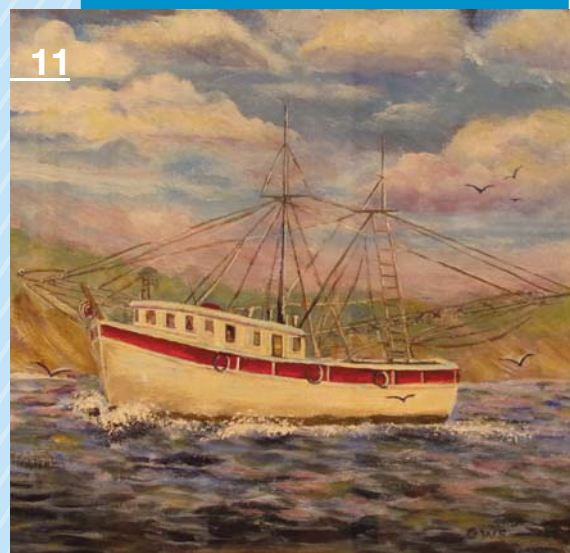
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In this issue of *Small Craft Advisory*, NASBLA and the boating safety community say farewell to our dear, departed friend and longtime champion of the National Recreational Boating Safety (RBS) Program, Commander George Stewart. Perhaps no one in the history of NASBLA has been recognized with more awards and honors, as has George Stewart.

Beginning his boating safety career as Delaware's first boating law administrator in 1975, by the time George came to manage the state's boating program he had already completed a highly successful career in the U.S. Navy. There, he ascended from the ranks of an enlisted sailor to ultimately achieve the distinction of commanding not only a naval ship at sea, but also a U.S. Naval military installation.

Before leaving his career in boating safety to become an accomplished artist at the tender age of 80, George became NASBLA's first director of government affairs and then went on to serve as the association's executive director from 1995 to 2005. George was a man of great integrity who inspired others with his loyalty, his commitment and his demurring leadership, and who respected and appreciated the partnership between the states, NASBLA and the Coast Guard above all others.

George was passionate about boating safety and he shared his passion for helping others with a whole new generation of leaders by constantly reminding us of the reason we are all here. Through stories of tragic loss and the sad consequences of circumstances on the water gone wrong, George continued to remember and personalize the victims of boating accidents long after their stories had faded in the public's eye – because he never forgot the “why” behind his mission and purpose. The kind of leadership and integrity George embodied will always be in great demand because the quantity is in such short supply.

George will be missed, but his legacy of integrity, duty and honor will linger on. With the passing of George, an important era in the history of NASBLA draws to a close.

Saying goodbye to an era

For nearly three decades, *Small Craft Advisory* has been showing up in your local mailbox as a means of keeping the states and the recreational boating safety community informed about critical issues in boating safety and the key role the states play in support of the National RBS Program. This issue marks the last printed edition of *Small Craft Advisory* and the end of another era for NASBLA and the state boating programs.

Given the recent 20 percent reduction in NASBLA's core U.S. Coast Guard partnering grant, together with the rising cost of delivering the magazine through traditional production and distribution methods, the association will no longer be able to provide a printed version of *Small Craft Advisory* (SCA). Despite the disappointment this change in distribution methods (and funding levels) symbolizes, you will continue to receive the same award-winning content, analysis and storytelling that SCA has come to represent over the last 29 years.

It has been said that change is inevitable but progress is optional. At NASBLA, we are committed to the idea that progress is not optional, and that as we see this highly successful national injury prevention program evolve, so too will our association evolve to meet the changing needs of our members and the broader boating community they serve.

Henceforth, *Small Craft Advisory* will come to you courtesy of the digital realm



Herb Angell
NASBLA President



John Johnson, CAE
NASBLA CEO

with links to SCA arriving in your inbox instead of your mailbox. Sure, it won't be as easy to proudly display the latest edition of the magazine on your coffee table or credenza, but it will absolutely be even easier to share an electronic copy with your friends and colleagues.

Although SCA has already been available in a digital format for the last eight years, we're just now recognizing and assessing the potential advantages of the digital-only distribution. We're still not sure where that will take us but we are confident the magazine will only get better as we proceed. It seems certain that we will be able to provide even more well-targeted content moving forward as we explore ways to link to relevant information and point you to insightful resources throughout our extended community.

We hope you will join with NASBLA to help us make *Small Craft Advisory* an even more valuable news source on issues and ideas important to you. We also hope you will help us spread the word about the change in SCA distribution, as we work to convert thousands of mail-address-only recipients to an electronic distribution network.

Sign up today at nasbla.org/subscribe to start automatically receiving SCA via email links. *

NASBLA NEWS

SCA goes digital

After 29 years, this will be the last printed version of *Small Craft Advisory*. Due to severe budget cuts this year in the 5% Nonprofit Grant, administered by the U.S. Coast Guard, we will no longer be printing and mailing copies of the publication.

We will still produce the magazine on a bimonthly basis – it will be available online at the NASBLA website. We also plan to introduce an e-publication of the magazine that you can conveniently read on your tablets or smartphones.

To ensure that you continue to receive notification of new issues, please visit nasbla.org/subscribe.



Avid boater, former BLA will be missed



We are saddened to report that former Alabama Boating Law Administrator Major B.R. "Bob" Huffaker, 71, passed away on Sunday, August 17, 2014.

Bob Huffaker retired after 41 years with the Alabama Marine Police Department. He was an active member of NASBLA during his tenure. He served on the Enforcement & Training Committee, and he was instrumental in bringing the NASBLA conference to Mobile, Alabama, in 2012. He also served on the board of the Southern States Boating Law Administrators Association.

SAFE Boats International becomes Mission Partner

NASBLA is excited to announce a Mission Partner sponsorship agreement with SAFE Boats International. SAFE Boats International is a leading supplier of high-performance aluminum boats to military, federal, state and local law enforcement and fire & rescue agencies throughout North America and worldwide. The three-year agreement was signed on July 28, 2014.



Mission Partner is NASBLA's highest level of sponsorship. This agreement unifies the interconnected missions of

both organizations to enhance the safety and security of our nation's waterways by strengthening the abilities and enhancing the knowledge and skills of every maritime law enforcement officer and emergency responder.

"We are very proud to call SAFE Boats International our Mission Partner," says NASBLA Deputy Executive Director John Fetterman. "Their dedication and commitment to providing first responders with the equipment they need to do their job – reducing the number of deaths, injuries and property damage associated with recreational boating and ensure a safe, secure and enjoyable boating environment – makes them a perfect partner for NASBLA and directly supports our association's mission.

NASBLA announces revised Boating Education Standard

The National Boating Education Standards Panel is pleased to

announce the availability of the revised standard: NASBLA-103-2015: Basic Boating Knowledge — Power. The standard, a revision of the 2012 standard now in use across the U.S., is available for free download.

The standard will be submitted to the American National Standards Institute for public review and comment in the near future. The recommended implementation date for the revised standard is January 2015 for course development or revision.



Access the revised standard at <http://tinyurl.com/NASBLA-103-2015>. Questions regarding the Education Standards Panel and NASBLA-103-2015: Basic Boating Knowledge – Power should be directed to Pamela Dillon, NASBLA Education Director, at pam@nasbla.org.

NASBLA staffer achieves CAE credential



NASBLA Education Director Pam Dillon was recognized at the annual American Society of Association Executives conference in August for having earned her Certified Association Executive credential.

The Certified Association Executive designation is designed to elevate professional standards, enhance individual performance, and identify association professionals who demonstrate the knowledge essential to the practice of association management. Founded in 1960, the CAE program stands as a mark of excellence and has evolved to reflect what it takes to manage an association in today's challenging climate.

NASBLA editor garners three awards

Small Craft Advisory, NASBLA's official publication, and its editor, Kimberly Jenkins, have been recognized with three awards from the *Kentucky Association of Government Communicators (KAGC)*. The bimonthly *Small Craft Advisory* received an Honorable Mention in the magazine/publication category.



(Continued on page 4)

The judges deemed it to have a “nice range of topics covered” with a design that is “consistent and reader-friendly.”

Jenkins earned an Award of Merit (second place) in feature writing for her article “Words of Wisdom” (March-April 2013). This article was a Q&A with the recently retired Kim Elverum, who carries the distinction of NASBLA’s longest-serving boating law administrator. Given Elverum’s reputation as a walking encyclopedia in matters concerning recreational boating safety, the article was written to share some of his wisdom.

Jenkins also received an Honorable Mention in news writing for her article “Clever Consultant Secures Training” (November-December 2013). The article describes how former boating law administrator Felix Hensley secured grant funding to bring a series of critical on-water training to local and state first responders to 11 agencies in Kentucky and Indiana.

State RBS leaders gather in Lexington for leadership training

In July, the National Association of State Boating Law Administrators

hosted its fourth Leadership Academy. This weeklong event provides new boating law administrators and those in leadership positions within their member agency, with a broad understanding of the diverse recreational boating community while also offering an opportunity to interact with others who are new to their position or role.

THIS YEAR'S PARTICIPANTS INCLUDED:

Drew Aydelotte, Delaware
Zachary Campbell, Kentucky
AnnMarie Cruz, Guam
Ramona Fernandez, California
Randolph Henry, Oregon
Aaron Kerr, Wyoming
Robert Legates, Delaware
Mike Miller, Ohio
Marlowe Sonksen, Maine
Tammy Terry, Ohio
Kenton Turner, Indiana
Ryan Walt, Pennsylvania



Reports indicate another successful Operation Dry Water weekend

Reports are still coming in, but numbers show another successful year for the Operation Dry Water campaign and its partners nationwide. Here are the results as of August 20 (with 71% of agencies reporting):

2014 Operation Dry Water RESULTS	
Reporting	(71% Reporting)
Agencies/Units/Stations	468
Officers	6,710
Vessel Contacts	56,782
Boater Contacts	142,544
Citations	4,774
BUI	313
Safety Warnings	13,308
Highest BAC	.317 (CA)

These numbers will increase as the remaining agencies report their results.

If your agency or unit participated in Operation Dry Water and has not reported results from weekend patrols (June 27-29), please submit your report as soon as possible through the form located on the Operation Dry Water website, operationdrywater.org. The data provided by participating law enforcement agencies from Operation Dry Water patrols is invaluable in developing future ODW campaigns, as well as in supporting state and local boating safety programs and policies across the country. ✱



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NEW BLAS



Tim Baumgarten
Arizona

Originally from Prairie du Sac, Wisconsin, Tim Baumgarten served for 32 years as an officer for the Arizona Game & Fish Department before retiring in 2013. An avid boater (he enjoys kayaking and canoeing, waterskiing, and fishing), he is dedicated to recreational boating safety.

As a result of the experience and expertise he gained in boating under the influence detection throughout his career, in 2004 Tim was asked by NASBLA CEO John Johnson to become part of a NASBLA team to train basic boating under the influence to officers on a national level and assist with the development of a validated battery of seated field sobriety tests for use by watercraft officers.

In addition, Tim's agency developed a position that included compartmentalized watercraft training and boating under the influence interdiction. "Serving in this capacity at our Phoenix Headquarters for the last five years as the Watercraft Enforcement Program Manager, I continued to provide BUI and seated battery training through NASBLA's BOAT Program," said Tim.

Although retired, he maintained his law enforcement commission and took on a more active role with Wheelchair and Ambulatory Sports USA, promoting shooting sports and archery for junior athletes and injured Veterans returning from the Middle East.

Despite being busy with these roles for a little over a year, Tim says he "jumped at the opportunity to again become part of Arizona's boating safety efforts as the state's boating law administrator. Following Kevin Bergersen's lead, I hope to further Arizona's legacy of safe waterways for public enjoyment," he added.

As Arizona's BLA, Tim plans to improve safety on the waters through education.

"As one of the handful of states left that does not require boater education, coupled with the boating incident data that indicates more than 75 percent of all Arizona boating incidents include navigation rule violations as a factor, Arizona can no longer avoid moving toward mandatory boater education," said Tim.



Ramona Fernandez
California

Calling Sacramento home, Ramona Fernandez is an outdoor enthusiast who enjoys camping, fishing, boating, swimming, and hiking. Following recent state administrative changes in leadership roles, she became California's boating law administrator on June 16, 2014. As chief of Boating Operations, the majority of her programs include recreational boating safety, enforcement and training.

Ramona is involved with several organizations, including the California Boating Safety Officers Association (CBSOA), California Yacht Brokers Association (CBYA), California Association of Harbor Masters and Port Captains, Colorado River Law Enforcement Association (CRLEA), the Delta Protection Advisory Committee, and the Western States Boating Administrators Association.

Ramona has been settling in to her new role and learning more about "many of our great programs that keep California's waterways clean and safe, in addition to educating the public on the importance being safe on the water." She says she looks forward to new challenges and making improvements in boating safety, and building stronger relationships with state, federal and local agencies to continue to make a difference for California.



Robert "Bob" Legates
Delaware

Hailing from Millsboro, Delaware, Chief Bob Legates is an avid recreational boater. He owns a sailboat and spends as much time as possible on the water with his wife and family.

Bob took over as chief of the Delaware Department of Natural Resources & Environmental Control's Division of Fish & Wildlife Enforcement in February 2014 and assumed the position of boating law administrator. He began his career with Fish & Wildlife in 1981. Coming up through the ranks, he has held almost every rank from trainee to chief. Prior to becoming chief he was the Regional Enforcement Officer in charge of the southern half of the state.

In addition to his affiliation with NASBLA, Bob is a member of the North East Conservation Law Enforcement Chiefs Association and International Association of Chiefs of Police.

"I see the biggest pressing need in boating safety today is educating the boating public," said Legates. "The biggest need for us is also manpower. The budgets are getting smaller and hiring is more difficult than ever while the need for officers is at its highest level ever."

To improve boating safety within Delaware, Bob added, "We are striving to step up our alcohol enforcement, this is an area that always needs improvement."



Samuel "Sammy" Martin
Louisiana

Hailing from Chauvin, Louisiana – a small bayou community located approximately 50 miles southwest of New Orleans – Sammy Martin has participated in recreational boating his whole life. He owns a 19' bass boat that lets him take advantage of the excellent freshwater fishing along the Intracoastal Waterway and in the Atchafalaya Basin. He has competed in numerous local and national bass tournaments for over 30 years. He also owns a 24' bay boat that he and his family use to enjoy the fantastic saltwater fishery offered by the Louisiana Gulf Coast.

Sammy began his law enforcement career with the Louisiana Department of Wildlife and Fisheries Enforcement Division on November 3, 1982, as an agent. He worked his way through the department's ranks, being promoted on August 11, 2014, to his current rank as lieutenant colonel. With his latest promotion he took over the

duties as boating law administrator for Louisiana.

To continue working toward improving recreational boating safety, Sammy says his agency's efforts "will continue to remain focused on bringing down the number of boating incidents through strategic and effective Driving While Impaired enforcement, boating education, increased law enforcement patrols and outreach."

Sammy added, "We have accomplished a great deal in the area of officer training through our partnership with NASBLA and the Boat Operations and Training Program. I will continue to support this effort and work to expand this training throughout the state."

He said the biggest challenge he sees in recreational boating safety is the emergence of "hybrid water devices" being utilized upon waterways in his state and throughout the country. He feels these devices should fall under recreational boating safety regulations and will become more and more of a focus in the future. *





George W. Stewart Jr.
1925 – 2014

“Always the consummate gentleman.” That has been a recurring phrase as people remember George Stewart Jr.

Stewart, former government affairs director and then executive director of the National Association of State Boating Law Administrators (NASBLA), had quite an illustrious journey in the realm of boating safety.

Born March 21, 1925, in Laurens County, South Carolina, George Stewart enlisted in the U.S. Navy as a seaman recruit in November 1942. Making the Navy his first career, he served 30 years in which time he moved through the enlisted ranks to Chief Quartermaster, then Warrant Officer and Chief Warrant Officer. He was selected for the officer rank of Lieutenant Junior Grade in January 1951 and was promoted to Commander on February 1, 1971.

Commander Stewart saw a variety of shipboard assignments, including Advanced Based Sectional Dry-dock, USS Barton DD-722, USS Iowa BB-61, USS Springfield CL-66, USS Titania AKA-13, USS Intrepid CVA-11, USS Salisbury Sound AV-13, USS San Pablo AGS-30, Staff Commander Carrier Division Six and USS Towhee AGS-28. He served in both the Atlantic and the Pacific.

Saying goodbye to a legend

By Kimberly Jenkins

He commanded USS Towhee AGS-28 beginning in June 1967, and in July 1969, he assumed command of the Navy Oceanographic Research Facility in Lewes, Delaware.

Commander Stewart was torpedoed while serving on ABSD-#2 in the Admiralty Islands in World War II, he was part of the occupational forces in Japan following the war, and he participated in the first atom bomb test at Bikini Atoll after the war. His ship participated in many of the amphibious landings in the Korean War and surveyed the west coast of Vietnam while serving as the Commanding Officer of USS Towhee AGS-28 during the Vietnam Conflict.

Commander Stewart was awarded the following service medals and decorations:

- Navy Commendation Medal (2)
- Meritorious Unit Commendation
- Good Conduct Medal (3 stars)
- Asiatic Pacific Campaign Medal

- Victory Medal (WW II)
- China Service Medal
- American Campaign Medal
- Navy Occupation Medal
- National Defense Medal
- Korean Service Medal
- Vietnam Service Medal
- United Nations Service Medal
- Korean Presidential Unit Citation
- The Republic of Vietnam
- Campaign Medal

Commander Stewart retired from the Navy on December 31, 1972, and became Delaware’s first boating law administrator on January 1, 1973. In that capacity, he planned and directed the State Boating Program. He supervised the Marine Police, Boat Registrations and the Boat Safety Education Program. Later in his tenure of office, the State Game Wardens and the Hunter Safety Program were consolidated into one section along with the Marine Police. Stewart was then made manager of the newly formed Enforcement Section.

(Continued on page 10)



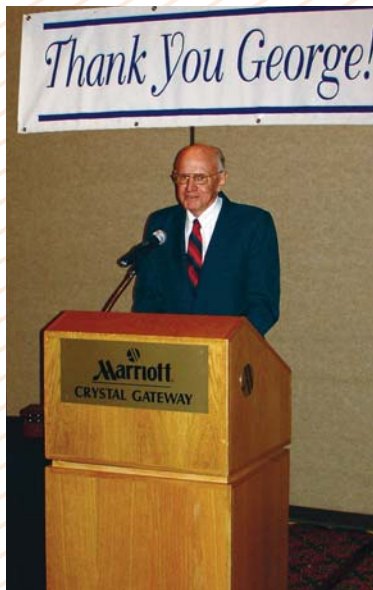
NSBC Executive Director Virgil Chambers inducts George Stewart into the Boating Safety Hall of Fame in 2003.



George Stewart and South Carolina BLA Alvin Taylor meet with NTSB Chairman Ellen Engleman Conners in 2003 to discuss boating safety.



In 2004 NASBLA President Randy Edwards lays a wreath at the National Law Enforcement Officers Memorial in Washington, D.C. Accompanying Edwards are (l-r) Al Simon, past president of the National Boating Federation; NASBLA Executive Director George Stewart; and NLEOMF Chairman Craig Floyd.



Stewart addresses colleagues, family and friends at his retirement party in May 2005.



George Stewart takes a moment to pose with the 1999 NASBLA Executive Board.

During his tenure as Delaware's BLA, he served on the National Boating Safety Advisory Council and as president of North East State Boating Administrators Conference (two terms) and president of the National Association of State Boating Law Administrators.

Stewart retired from state service in May 1987. At that time, he was presented the "Order of the First State Award" by the Honorable Mike Castle, Governor of Delaware. This is the highest award that can be bestowed on an individual by the Governor of Delaware.

Following his retirement from state service, Mr. Stewart was employed by the National Association of State Boating Law Administrators in 1987 as director of government affairs. In 1995 he was elevated to the position of NASBLA Executive Director.

"I remember when I was NASBLA President, George would call me every Monday morning with his 'Nickel's Worth' of updates (as he liked to call it), and he'd fill me in on various phone calls and inquiries he had received and anything he had heard about reauthorization (of the Highway Bill – since we were working on that at that time). His input, advice and counsel were always appreciated," said Randy R. Edwards, who served as NASBLA President (2005).

"George was always the consummate gentleman, a true statesman. He had been around a long time – and knew just about everyone in the boating and legislative arena. While being a very humble man, he was always eager to share stories and experiences from his days in the U.S. Navy," Edwards added.

"In the late 1990s as a member of the executive board, I attended many meetings related to reauthorization of the Wallop-Breaux Trust Fund. Between Jeanne Timmons [senior analyst with the U.S. Coast Guard Office of Boating Safety] and George, I learned all the nuances and complexities plus intense negotiations with unwilling interests," said Fred Messmann, deputy director of the National Safe Boating Council.

"George was the consummate gentleman who advised from the

sidelines and knew who the 'players' were. Without him giving guidance to us new board members as well as the seasoned veterans we would not have prevailed. My biggest fear in 2003 was that George would retire before I became NASBLA President and I would not be able to succeed. In 2004 George was my backbone and I as well as NASBLA and the nation's boaters will be forever indebted. George was my HERO, thanks for the nickel's worth," added Messmann.

Stewart helped shape the federal-state partnership to enhance recreational boating safety (RBS) and law enforcement efforts. His accomplishments as NASBLA's flag-bearer on Capitol Hill and his constant vigilance on behalf of RBS funding have won him recognition, respect and appreciation throughout the boating community.

Stewart received numerous esteemed awards from NASBLA over the years, including the Bonner Award, the NASBLA Award, the Legislative Award and Lifetime Achievement Award. He also received the prestigious August A. Busch Jr. Michelob Schooner Award, the Western States Boating Administrators "Hollister" Award and the National Water Safety Congress Regional Award. In 2003, Stewart was inducted into the National Safe Boating Council's Boating Safety Hall of Fame. After a long, illustrious career in boating safety, he retired from NASBLA in June 2005.

At the time of Stewart's retirement from NASBLA, John Johnson, CAE, the current CEO and Executive Director of NASBLA, said, "I've had the pleasure of serving with George Stewart for the last 15 years, during which time he has been both a valued mentor and trusted friend. His integrity, loyalty and steadfast commitment to NASBLA and recreational boating safety is simply unmatched."

Stewart was widowed in 2001 following 53 years of marriage to the former Charlene J. Crouse. She was a constant companion with George at NASBLA annual conferences and was his executive assistant at his NASBLA office in their home in Dover, Delaware. Together they have four children: two sons and two daughters.

Not content with three careers in his lifetime, Stewart took up the paintbrush with his best friend Ella Robinson after his work with NASBLA, producing many beautiful watercolor paintings. Prints of several of his works grace the walls of the George Stewart Room at NASBLA Headquarters.

"In December of 2010, George asked me to come by his residence in Dover to pick up a few gifts for me, John Johnson and [his assistant] Vicki Rhodes. George met me at the door, insisting on giving me a tour of his house," said James Graybeal, Past NASBLA President (2010).

"As I walked through the front door, I noticed his art gallery in the formal sitting room with portraits painted by George with pictures and commendations awarded to him in his younger days during his military career. His office walls were filled with awards and pictures of George accepting those awards and commendations from members of Congress, boating organizations, states and the U.S. Coast Guard over the years. I could see his entire life before me in those pictures, awards and commendations recognizing past members of NASBLA and former presidents standing in front of the U.S. Capital Building with George."

After the tour, George gave me three paintings he had just completed as Christmas presents. He congratulated me on my most recent election as the NASBLA President and said, "Even though Delaware is such a small state, we sure made a huge impact nationally for boating safety and education."

As proven by his rich and full life, George's philosophy was always, "Success is a journey, not a destination."

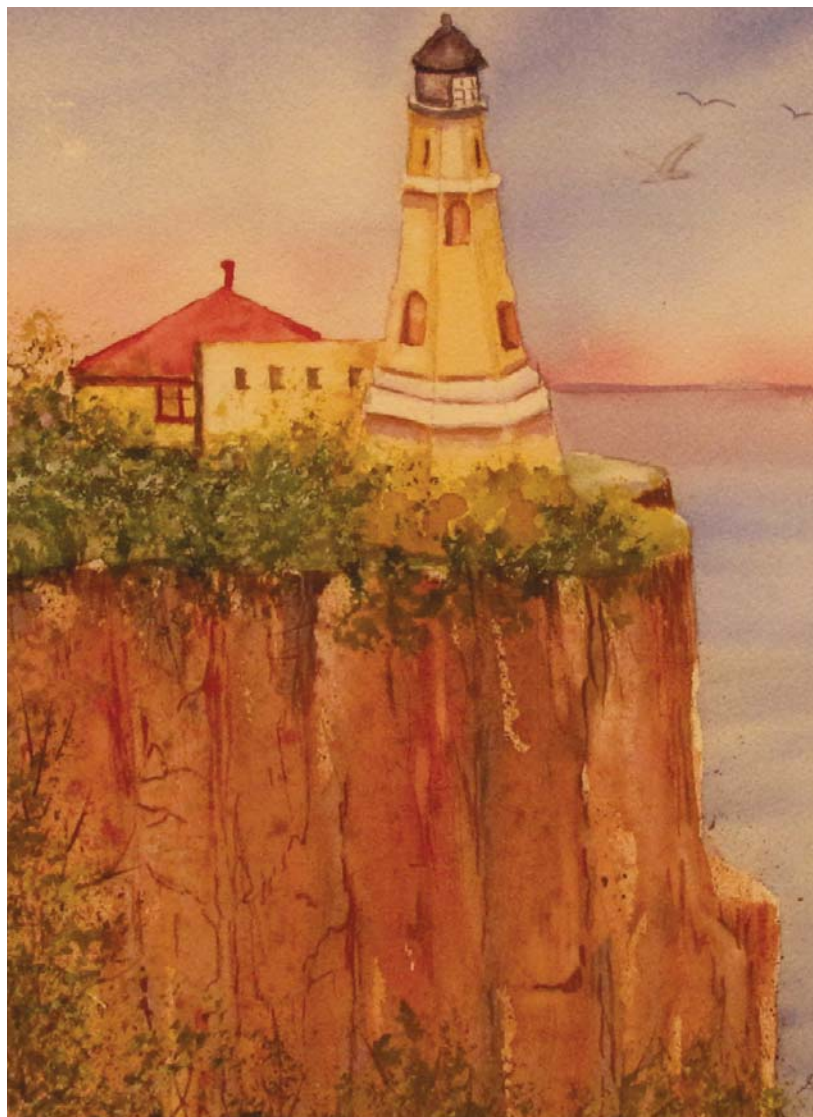
With heartfelt admiration, Randy Edwards sums it up so eloquently: "George left a valuable legacy to the NASBLA organization – and to everyone who came to know him. We all owe him a significant debt of gratitude for all of his meaningful contributions to boating safety and the NASBLA organization." *



Stewart Gallery

Soon after moving into their new offices in Lexington, Kentucky, NASBLA staff began working on a gallery of George's paintings and awards in the office suite's newly named George W. Stewart Jr. Conference Room.

"We've taken some art prints that George Stewart, our former executive director, created in his fourth career — after his retirement from NASBLA — and made a gallery," said NASBLA CEO John Johnson. "Those of us who've known George thought it was a simple gesture to recognize a great man and his many years of service to NASBLA, first as Delaware's BLA and then as a government affairs/executive director employee (32 years total)."



By Pamela Dillon, CAE
NASBLA Education Director

"To get something you've never had, you must do something you have never done."

And so it began. With the thought in my head that "an expert in anything was once a beginner" and with the overall goal of improving the current system of boater education, I began my personal 'deep dive' into the world of standards.

As NASBLA's education director, one of my responsibilities is to transition the current NASBLA Education Standard into that of a voluntary, consensus-based standard with ultimate recognition as an American National Standard (ANS) by the American National Standards Institute (ANSI). I have learned quite a bit since beginning this quest in 2011. While I do not consider myself an expert, I have gained a good deal of insight resulting in a heightened level of respect for the path we are traveling. I believe in and enthusiastically support this process as an important path to lead the nation's boating program forward. I also believe that ANSI's accreditation of NASBLA as a standards developing organization (SDO), effective Sept. 19, 2014, will provide additional tools and opportunities to elevate state programs, unify community boating program efforts, and strengthen the work of state, nonprofit, public, and federal partners in targeted, meaningful and efficient ways.

So from my personal and somewhat unique position within the community, I hope to provide you a snapshot of where we are, where we are headed, and why it matters. First some terminology...

According to ANSI, a **standard** is "a recognized unit of comparison by which the correctness of others can be determined." Another definition is "a set of characteristics or qualities that describes features of a product, process, or service." The term standardization actually encompasses a broad range of activities and ideas – from the actual development of a standard to its promulgation, acceptance and implementation. It also includes the

Much Ado About Standards... For Very Good Reason!

methods of evaluating whether products, processes, systems, services and personnel comply with a standard. This evaluation is known as **conformity assessment**.

Why do standards matter?

Standards in the United States and globally have a long history of success for programs, projects, product development, and the consumer. There is clear evidence that standards enhance market access and development for business in thousands of business sectors. Standards are such an integral part of our existence that most of us give little or no thought to how they work. But imagine our frustration if light bulbs didn't fit into lamps or plugs didn't fit into outlets. There was a time when trains couldn't move from one state to another because the tracks were a different gauge.

One needs only to recall the boating education marketplace throughout the 1980s and 1990s, PRIOR TO approval of the 1999 national boating education standard by the NASBLA membership. At that time, with only two or three commercial course providers in the marketplace, course offerings to boaters were limited and often subject to a wide range of personal interpretation of the boating education guidelines. As a result, course content

varied widely with limited recognition between state programs.

Since approval in 1999, hundreds of course providers have used the national boating education standard as a basis for course development, update, and revision. Using these standards, designers can be confident that they are designing products that embody recognized practices and content and, thus, in the tricky world of program liability, have a nationally recognized standard to fall back upon if needed. Today, over 100 course providers are listed on the NASBLA course database, and perhaps hundreds more have referenced or relied on the published standard, and subsequent updates, to develop and implement local and regional programs of instruction. (Note: See sidebar regarding the NASBLA-103-2015: Basic Boating Knowledge – Power.)

Where are we now?

Approximately 400 individual course offerings are posted as "NASBLA-approved" on the web database (Visit www.nasbla.org/education > NASBLA-approved boating safety course database). NASBLA-approved, indicating successful completion of the conformity assessment process, is completed in partnership with state programs to verify state-specific information included with standardized national content. The national boating education standard is considered a 'prescriptive standard,' and, with other

conformity assessment requirements, is written for use by course providers to “meet the needs of recreational boaters for basic boating knowledge in order to identify and reduce primary risk factors and mitigate their effects on recreational boating.” Using the standard to guide content, the course provider creates a unique curriculum for instructor-led, technology-driven, or published curricula designed to capture a share of the marketplace.

In 2013, over 500,000¹ students completed a course, earning a certificate from a NASBLA-approved course. With 49 of the 56 U.S. states, territories, and District of Columbia mandating some level of operator education, and with nearly 25 percent² of the U.S. population falling within an age requiring completion of a boating course prior to operation, a common set of course content standards is vital and practical.

You may ask then, with the measurable impact the standard has had to date, why the need for NASBLA to pursue ANSI accreditation as a standards developer organization? The answer is encompassed within NASBLA’s pursuit of continuous program improvement. On behalf of our members and the national boating program, we strive to rigorously implement best practices (including due process, openness, balance, consensus, and other recognized essential requirements) for voluntary standards development.

ANSI, a national nonprofit 501(c)3 organization, is the recognized leader in the U.S. for standards work. Its mission reads: “To enhance both the global competitiveness of U.S. business and the U.S. quality of life by promoting and facilitating voluntary consensus standards and conformity assessment systems, and safeguarding their integrity.” For ANSI to accredit NASBLA, ANSI must conduct its own conformity assessment of our standards developing processes. By complying with ANSI Essential Requirements and processes, our members and partners have assurance

our standards development will be transparent, inclusive, and done right. ANSI’s recognition will confirm that. We are practicing what we preach.

Where are we headed?

The answer is best summarized by this statement, approved by the NASBLA Executive Board and submitted to ANSI as part of NASBLA’s Standards Developer Organization application: “NASBLA’s standards development scope of activity covers knowledge and competencies for the recreational boater and boating professionals working within or on behalf of the recreational boating community in North America.”

As reflected in this statement, NASBLA’s standards development work focuses on two distinct population segments: the recreational boater and the marine law enforcement/emergency responder community that ensures a safe and secure maritime domain. Through its establishment of independent consensus bodies such as the National Boating Education Standards Panel (ESP) and the Boat Operation And Training (BOAT) Advisory Panel, NASBLA will continue to seek national agreement and consistency in boating education and training program content and course delivery for the nation’s boaters and for the emergency responders, instructors, law enforcement officers, or other boating professionals working within or on behalf of the recreational boating community and the maritime domain in which they enjoy legitimate use.

With recognition as an Accredited Standards Developer (ASD), NASBLA moves into a realm of new possibilities. Imagine working in partnership with the USCG and other boating safety partners to create voluntary standards addressing specific training and management processes. Imagine being able to work with the community to produce voluntary consensus standards to be ‘incorporated

by reference’ into numerous federal regulations! While this may sound like ‘utopia,’ it is actually the preferred method of advancing federal regulation as defined in the National Technology Transfer and Advancement Act (NTTAA).

The NTTAA directs federal agencies with respect to their use of and participation in the development of voluntary consensus standards with the overall objective for federal agencies to adopt voluntary consensus standards, wherever possible, in lieu of creating proprietary, non-consensus standards. This act, and the essential requirements defined within ANSI, provides new pathways and open new doors to address stalled projects or tangled regulations. It provides new options for our future work. Remember, to get something you’ve never had, you must do something you have never done.

Time will tell of the overall impact of this pursuit. But we must thank the NASBLA membership, Executive Board, Education Standards Panel Members, BOAT Advisory Board, staff, and others for their hard work, leadership, and visionary support. NASBLA has never been afraid of trailblazing and I am feeling much less like a beginner.

As my colleagues say, Onward and Forward! ✨

NASBLA announces revised boating education standard

The National Boating Education Standards Panel is pleased to announce the availability of the revised standard: NASBLA-103-2015: Basic Boating Knowledge - Power. The standard, a revision of the 2012 standard now in use across the U.S., is available for free download at www.nasbla.org. The standard will be submitted to the American National Standards Institute for public review and comment in the near future. Pending the outcome of that review, the recommended implementation date for the revised standard is January 2015 for course development or revision.

Questions regarding the Education Standards Panel and NASBLA-103-2015: Basic Boating Knowledge - Power should be directed to NASBLA Education Director Pamela Dillon at pam@nasbla.org.

1 Source: USCG Boating Safety Division – Mr. Wayne Stacey from 2013 State Performance Reports Part II and Coast Guard Auxiliary course records.

2 Source: USCG Boating Safety Division – Harry Hogan, PowerPoint slide “Estimate of the Percentage of People that Required Motorboat Operator Education in 2012.” Estimates are based on states’ 2012 boating regulations and U.S. Census data by state. Boating population was considered residents 10-79 years of age. Youths that were prohibited from operation of certain vessels were included in the required education category.

Instructors' Corner



Ed Huntsman
Boating Safety Program Manager
USCG District 8



Virgil Chambers
Boating & Water
Safety Consultant

From our earliest days as students in elementary school to last week's training class, certain teachers and instructors stand out in our memory. A few are simply effective, competent and inspiring instructors, and we look forward to the next class with them instructing. They make learning fun, so we enjoy the class and find ourselves able to apply newfound knowledge in our daily life, or at least in our immediate academic career. They often share many of the traits we think of when comparing the instructors and teachers that really make a difference for us. Among these qualities are dedication, approachability, knowledge, creativity, enthusiasm, high energy – the list goes on.

For those instructors that could improve their teaching techniques, how do they differ from those we consider exemplary? Is it their demeanor, voice or style, personality, subject matter or topic, other resources or venue that forged your opinion? How could they have taught

Expert tips for instructors



that class or conducted the course to have made the experience better, more effective and enjoyable? What method or technique could the instructor have used to teach that new officer or employee to ensure that they understood the concepts and requirements to successfully complete the task in that last course? Was it the equipment or materials that weren't appropriate or didn't work?

What is it that seems to make some instructors stand out and make us look forward to their course or presentation, while presentations by others make us consider calling in sick, going out of town or being otherwise unavailable?

What are the specific elements that seem to make the difference in how effectively we, as individual students, learn and as instructors, teach? What other aspects of the learning process affect our ability to learn, and better yet, use and incorporate that which we've just learned into our jobs? In short, how can we become better instructors? It's a short answer – start using best practices!

Best Practices for instructors

We recently delivered a presentation at the International Boating and Water

Safety Summit devoted to identifying best practices – the techniques for teaching in a classroom or on the water to deliver boating safety education – that always seem to work for us. To add a bit more value to the presentation, we asked those in the audience their advice as to what techniques and practices they find effective when conducting their courses. What are the best techniques, where did we get them, how do we employ them, and how can other instructors use and their classes benefit from them?

Beyond the techniques that we always seem to employ as standard in our course presentations, what's working for others that we may not be aware of, and how can we adapt those effective techniques to help improve our own performance, teaching methods and help our students learn?

The bottom line is that teaching – transferring a usable and applicable amount of knowledge – really hasn't changed all that much over the years. It's important to note here, however, that the delivery methods have changed significantly.

Gone are the days of overhead foils and pure lecture in warm, dimly lit



classrooms with hard, uncomfortable chairs. Despite the evolution to bright, electronically enhanced classrooms offering air-conditioned comfort as we sit in far more comfortable seating, it's important to employ the right tool, or technique, to transfer that knowledge or skill if our students are going to walk away from the interaction all the better for it.

Assuming we have the best available venue for the course or presentation being offered, folks agree on two basic elements for a good instructor: knowledge and enthusiasm. Know the topic – be a subject matter expert, if you will! And keep the class lively.

When it comes to course delivery, instructors have a variety of resources

that simply didn't exist even a few years ago. One such tool that serves as a gateway to best practices being utilized is the RBS In-Network website, boatinginstructornetwork.com. This website offers a variety of tools, lesson plans, courses and other items for boating safety education instructors to review or use. It's also a repository for instructors to share presentations, ideas or techniques they've found to be effective in the classroom.

In a classroom setting, instructors agree it's a good idea to get students out of their chairs and moving around. Everything from practicing navigation rules with one another to timing how long it takes to find a life jacket that's the proper size and putting it on correctly. Offering the opportunity to participate in hands-on activities such as examining safety or emergency gear, checking expiration dates, and practicing how to operate lights, EPIRBs or other equipment are all good ways to keep students awake, focused and interested.

As an instructor out on the water with students in boats, don't be a helm-hog; instruct! It's always a good idea for an instructor to demonstrate the task or maneuver for students so they get an idea of what acceptable performance looks like, but put the students at the helm and coach them through to successful completion. No one wants to spend the day watching the instructor perform the task – that's a quick way to lose students to boredom and frustration. And, the only knowledge that will pass or transfer in that situation is which instructor to avoid.

Successful instructors all share many common elements in the methods they use to deliver their course. Whether employing a progressive teaching model of demonstrating the task, walking the student through, followed by having the

student walking the instructor through and then having the student finally demonstrating the task on their own, or utilizing other techniques, the instructor must know the subject, and especially the task, inside and out, up and down to be truly effective. The instructor that possesses a thorough knowledge and understanding of the topic being presented can now share the vital insights and finer nuance of everything from arrest techniques to docking a boat to high-speed pursuits.

A few last points to round out what we've found to be our Instructor Best Practices ... and that includes qualifications, credentials, and continual training. An instructor should never teach a course for which he or she isn't truly qualified to instruct. Sure, we've all said that we can teach anything with a good lesson plan, but a lesson plan doesn't always cover that level of fine distinction and detail that may come up in the classroom or out on the water with student questions or a changing environment or situation. Students also tend to process knowledge and skills in many diverse ways. An instructor that isn't prepared or able to modify a teaching technique, explain an answer or demonstrate a procedure or task in a varied way for another perspective will soon lose his or her effectiveness.

Ongoing training and professional credentialing is a must for a successful instructor. Best practices dictate continual refresher training in the instructor's area of expertise, and professional credentialing should always be pursued. With the advent of online Internet-based courses, instructor training, updates and certifications are often available within our own organization, sister organizations, non-profits, NASBLA, the International Boating and Water Safety Summit, Coast Guard and others, so there's little excuse for an instructor not to have at least one or more certifications in an area of expertise at least close to the subject matter of the courses he or she teaches.

One last set of tips from our list of Best Practices: Don't hesitate to employ someone's best techniques but do not teach someone else's way, always check the venue beforehand, keep a course outline just in case, tailor the course to the students being taught, and – most importantly – have fun. *



And the Boatsey goes to...

Edwin Lyngar, Nevada.

The 2014 Boating Safety Educator of the Year!

Edwin's creative and aggressive campaign for implementing a mandatory boating education law in Nevada ushered in a new era embraced by Nevada boaters. Now that's leading the way!



Celebrating Leaders in Every State

The Boatsey provides an opportunity to honor the boating professionals and volunteers whose leadership in education has improved boating safety across the country.

This year, seventeen boating educators were nominated, each with a compelling story and initiatives that are making a difference. We want to say congratulations and thank you to each and every one.

*And congratulations
to the regional finalists!*

Amy Dingle, Ohio – Amy’s commitment to reaching paddlers of all types, ages and abilities has made her a force for improving paddle safety education in Ohio.

Tim Spice, Texas – Tim’s powerful boating safety video “Never Happens” is now shown to 225,000 teens every year in the state’s Driver’s Education classes.



Boatsey nominations will re-open in February 2015. If you know someone who deserves recognition, please consider submitting a nomination at www.BOATERexam.com/award



Contact **Kerry Moher** - 1-877-722-8838 ext. 222 kerry@freshaireducators.com

2014 National Boating Educator of the Year



Edwin Lyngar
Nevada

To have a successful boating education program you need a strong leader, not someone who simply provides lip service or sits as a silent, warm body in a chair. You need someone who leads the way by rolling up his sleeves and giving his all every day to make your state's waterways a safe place to boat. A successful program needs a person who is willing to try new ideas to reinforce the boating safety message to stakeholders. It requires a leader who is creative, flexible and tenacious to be able to break from the traditional ways of promoting boating safety and take daring steps into the future by embracing new ways of broadcasting the boating safety message.

Edwin Lyngar, the Nevada Boating Education Coordinator, encompasses all of these things in his role as an outspoken leader in the realm of boating safety and a tireless champion of education.

During his 11 years of service, Lyngar has presided over the evolution of Nevada's Boating Education Program from a program of brochures and promotional items to one that now includes mandatory boating education. Just 200 students completed the boating education requirement during the program's first year. Today more than 1,100 students complete the state's mandatory boating education

requirement annually, and that number will continue to grow.

Lyngar's commitment to boating safety extends beyond the state boundaries of Nevada. He has served on the NASBLA Education Committee for eight years and is currently on the Marketing & Outreach Subcommittee. He is also an inaugural member of the Boating Professional Certification Commission.

Lyngar's ongoing efforts were recognized at the 2011 Western States Boating Administrators Association Conference, where he was presented with the Boating Safety Professional Award.

An example of Ed's forward thinking is when he teamed up with the Las Vegas 51s, a minor league baseball franchise, to promote boating safety and the summer boating program at Lake Mead. This effort has resulted in increased media coverage and provided the avenue for extensive radio promotions and other publicity benefits. Attendees as well as television viewers can easily see the Nevada Wear It logo that is strategically placed in center field. In addition, Lyngar and other NDOW personnel attended games and brought the agency's Wear It truck and boat.

Lyngar also played an instrumental role in the growth and longevity of the Tri-State Boating Safety Initiative that promotes boating safety along the Lower Colorado River. Initially started in 2003 with co-creator Gloria Sandoval, this event has grown from a three-day event into a summer-long program that treats the Colorado River System as a single boating entity and involves California, Arizona and Nevada. Edwin views the Tri-State initiative as a holistic approach that promotes boating safety exclusive of state lines and geography. With vacancies in the boating safety programs of both California and

Arizona, Lyngar has stepped in to take even more of a lead role in an effort to keep the initiative moving forward.

At NDOW, Lyngar is the driving force behind the Division of Law Enforcement Annual Report, the document that keeps agency Director Tony Wasley, Law Enforcement Chief Robert Buonamici and the public informed about the division's boating safety efforts as well as wildlife law enforcement activities. Not only does Lyngar serve as editor, but he also serves as writer, photographer and layout artist. His talents stretch much farther than his boating safety roots.

Edwin Lyngar truly is a boating safety champion whose tireless efforts are dedicated to making Nevada's waterways – along with those of surrounding states – a safer place to be.

Regional Boating Educators of the Year



Northern Region
Amy Dingle
Ohio

Having worked for Five Rivers MetroParks since 2007, Amy Dingle provides exposure to

paddlesports in numerous ways to the public, clubs, and parks and recreation professionals in the Dayton, Ohio area.

In 2005, the outdoor recreation program began for Five Rivers MetroParks as an outdoor-focused pilot program concentrating in paddlesports, fly-fishing, backpacking and cycling. The first of what is now five Ohio Department of Natural Resources (ODNR) Division of Watercraft Boating Education grants allowed the program to begin offering quality paddlesport skills classes in a strategic skill progression for kayaking. As these programs developed for all ages and abilities, the public requested higher level skills programs.

Dingle continued to write grants in 2008, 2009, 2012 and 2014 that have allowed recreation staff members to receive their American Canoe Association (ACA) certifications for kayaking and SUP for teaching paddlesports and allowed Amy to become a certified Instructor Trainer. These certifications have facilitated program expansion to include ACA instructional courses for the public, local universities, and ODNR grant recipients from around the state. These certification courses have elevated the Five Rivers MetroParks recreation programs and since 2010, 114 have been certified in kayaking and canoeing for flatwater and river environments.

The program has teamed up with The Adaptive Adventure Sports Coalition (TASSC) to work with participants with physical and mental disabilities. Seeing much success, this program has expanded its chapter to create an official Dayton chapter and plans to expand programming with various adaptive outdoor clubs and the VA hospital to create a wounded warriors program.

Since 2011, Five Rivers MetroParks paddling program has taught 2,065 participants and exposed 3,265 people to paddlesports with classes and events. In 2013 alone, there were over 32 skill development programs (canoe, kayak, SUP) taught for youth and adults (829 total people exceeding its goal of 300 participants by 176%) and created a strategic progression that begins with a "try paddlesports" program allowing participants to try all crafts. This also

served local retail partnerships by allowing people to try various brands they carried to help them make a more informative decision in purchasing paddle equipment.

Dingle was recently asked to serve as the committee chair for the Ohio-Penn Division for the ACA and plans to take the commitment to help serve the paddling community. She works diligently to organize local instructors to stay up to date in their skills and to work in partnership in offering as many skill development opportunities as possible. Dingle volunteers for the local Dayton/Cincinnati chapter with the Sierra Club and teaches rescue courses, level 1 and 2 instructional courses for canoeing, kayaking and SUP.



Southern Region

Tim Spice
Texas

During the 82nd Legislative Session in 2011, House Bill 673 required the Texas Parks and Wildlife Department to produce a video on water safety targeting high school students. This bill required that the video be placed into the Texas Drivers Education Curriculum to be seen by all who take the course. The bill became effective June 17, 2011, but was unfunded at the time of its passing.

The driver's education community expressed a growing concern that their courses would become overloaded with the addition of the water safety materials, which they considered to be outside the scope of their courses' intent. However, with Tim Spice, the Texas Parks and Wildlife Boater Education Manager, at the helm the department leaders were confident that the outcome would

be a success for the water safety and driver's education communities.

Encountering resistance at every turn, Spice was able to navigate the treacherous waters and come to a meaningful resolution with the education community. He achieved this by inviting their input while recognizing their desires to keep a concise message in order to avoid a burdensome product. His efforts truly represented his ability to resolve strife and bring a positive resolution to the greater community.

The second issue Spice had to address was the unfunded mandate created by this bill. Through his extensive network of partners, he worked swiftly and decisively to rally the water safety community to back this important initiative and to provide the necessary funding mechanism to make the project a reality. Spice successfully raised all necessary funds from several nonprofit water safety organizations. By June 2013, all participants were gathered at Lake Ray Hubbard for a two-day video shoot in which teens and adults told their stories of tragedy and loss and the importance of water safety.

Spice wanted the message to be global in nature, and the title of the project "Never Happens" hit home in a true sense for the teens who repeatedly stated that "I never thought this would happen to me" while telling their stories. Spice's foresight and passion for this project was evident in the final product. In August of 2013, he received notification from NASBLA that the video product received the "Seal of Safe Boating," which denotes its adherence to the highest standards of boating safety information.

Spice's leadership in the water safety community is unprecedented. His influence, community spirit, and ability to bring everyone together for a common purpose ... to make boating safer and to save lives is what make Spice an invaluable educator and innovator in the realm of boating safety.

Editor's Note: View the Texas Parks & Wildlife water safety video "Never Happens" at youtu.be/-qZJXEPH6PA.

Northern Region



Sergeant Mark Brighenti
Massachusetts

Sgt. Mark Brighenti has done much to further the mission of the boating safety program in the state of Massachusetts. Sgt. Brighenti has worked the coast and inland and has been a part of the boating safety bureau during his career.

His style of teaching is very well received as he uses wit, humor and a lot of life experiences as both a civilian boater and an environmental police sergeant to raise awareness of safety. He brings a level of professionalism to the course through his knowledge, experience and relevancy to the course curriculum.

Sgt. Brighenti teaches a lot of courses and assists other officers with their courses. He represents the Massachusetts Environmental Police (MEP) extremely well at the courses. He also works with local police departments and other state agencies in performing critical outreach. He was involved in teaching 15 courses with 422 student completions in 2013 alone. This comprises one-quarter of the total MEP student completions for the 2013 boating year. This is truly a real commitment to boater safety education on his part.



Audrey Johnson
New Hampshire

Audrey Johnson has worked for the New Hampshire State Police Marine Patrol for the past 11 years. She has shown a continuous commitment to meeting the needs of the boating public both through her past position as patrol officer and more recently as one of the agency's most productive boating education instructors.

As a boating education instructor, Johnson strives to provide the basics of safe boating while on the waterways of New Hampshire. Last year she eagerly taught 21 classes that resulted in 447 successful students statewide, demonstrating her talents in the exceptional execution of her job. On occasion, Johnson provided her time after class to assist special needs students by reading the state exam aloud.

Johnson is often requested by fellow law enforcement agencies and fire departments to provide instruction tailored for their specific needs. These agencies regularly commend her delivery of the material. In addition, she provides vessel safety inspections and hands-on training in the use of their equipment.

Last year, Johnson created a personalized DVD that provides students with information on topics including zebra mussels, aquatic nuisance plants, and boat ramp courtesy. Although very important, some of these topics are not covered with sufficient detail during the eight-hour classroom course.

State Boating Educators of the Year

Southern Region



Katherine Redmond
New York

Katherine Redmond has been a certified New York Safe Boating Instructor since 2001. During this time, she – with assistance from her husband, Ron – has taught 156 classes to 4,148 students. Teaching in a seven-county area in the lower Hudson Valley of New York State, Redmond plays a critical role in meeting the high demand for boater education in that area.

Redmond is the consummate instructor. Poised, entertaining and able to handle a classroom full of students, regardless of their ages, she describes herself as devoted to boating and teaching people to become safer and more effective boaters. She truly loves teaching.

One of her particular interests is teaching women the fundamentals of boat handling. She has even created a short seminar and demonstration for women in the skills of emergency boat operation and communications should the primary operator of their vessel become incapacitated.

A passionate, knowledgeable, and experienced boater, Redmond has 31 years of boating experience first as a sailor and then aboard a Tollycraft Cruiser. She and her husband have navigated the Intracoastal Waterway five times, prompting her to write two unique navigation guides supplementing the information found on navigation charts – *Chartracker to the Intracoastal Waterway from Norfolk to Jacksonville* and *Chartracker Navigation Guide to the Florida Keys*.



Daniel “Dan” A. Thomas
Florida

Dan Thomas’s life has been about service. A retired lieutenant colonel of Massachusetts National Guard, he spent almost 26 years of his military service as a Medevac helicopter pilot. In addition to his military service, he worked as a teacher and administrator in the education field.

After retiring more than 10 years ago, Thomas took up boating safety education with the U.S. Power Squadrons and has served as the Squadron Education Officer for the last four years, leading the educational efforts of 450 members.

Thomas has a passion for teaching. He is an educator in the classroom, on the docks, on the water, and pretty much everywhere else he goes. He is always trying to make the waters safer for everyone.

Thomas helped start the Youth Sailing Foundation of Indian River, where he now serves as an assistant leader. The group began with two sailboats and now has 30 boats available for use by the students. Approximately 40 students a year, ranging in age from eight to 17 and representing all parts of the community, receive instruction through this program. The training, which takes place over several months, is provided, free of charge to all and teaches students how to build and sail boats.

(Continued on page 22)



Pat McMenamin
Georgia

As a professional educator, Pat McMenamin's love and enthusiasm for teaching is evident in her work as a Recreational Boating Safety instructor for the U.S. Coast Guard Auxiliary. Although McMenamin has been an Auxiliarist for only five years, she has made a definite impact in the boating community. Leading the way, she increased the number of public education hours in her flotilla from 25 to 195 and from 21 to 412 graduates, respectively, during 2013.

Showing keen insight to meet the requirements of Georgia's new boating laws, she took the initiative to expand boating and water safety education classes into the local school system. Targeting the "under 17" age group, 366 students completed classes in 2013 compared to six the previous year. This included 185 seventh graders who completed the About Boating Safety course.

Developing age appropriate strategies, teaching aids and utilizing a hands-on approach, she has enabled students to grasp a full understanding of the concepts presented. Because of the success of this program, it became a part of the enrichment curriculum at her middle school and will be offered to all seventh graders during the 2013-2014 school year.

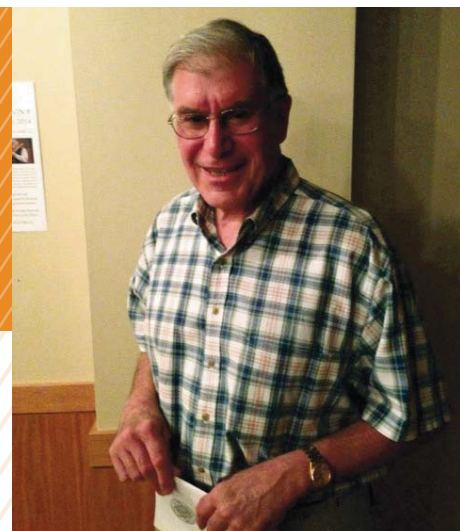


Officer Carl McCoy
Tennessee

Officer Carl McCoy is a deputy with the Sumner County Sheriff's Department and works as a School Resource Officer (SRO) for Hendersonville High School. He has also been a part-time boating officer for the Tennessee Wildlife Resources Agency since 2013.

In 2005 a graduate from Hendersonville High School was tragically killed in a boating accident on nearby Old Hickory Lake. To help prevent further tragedies, McCoy took the lead in incorporating the Tennessee boating safety class in the 9th grade mandatory wellness classes. Following McCoy's lead, all Sumner County SROs stepped up to teach boating safety in the schools where they worked. In 2007, the Sumner County School Board voted to mandate boating education as part of all wellness classes in all of the eight Sumner County high schools.

As elected officials moved on, this mandate fizzled out – except at Hendersonville High School. McCoy continues teaching the course twice a year and has consistently certified an average of 200 students annually in addition to exposing another 100 or so non-certified students each year to boater education information. He has been instrumental in gaining support once again with the school system as well as the Sheriff's department to implement boating safety classes in the other high schools.



Dr. Frank d'Alessandro
Virginia

Dr. Frank d'Alessandro is a Virginia Boating Educator and also serves as Staff Officer for Public Education and Vice Flotilla Commander in the U.S. Coast Guard Auxiliary. His efforts, attention to detail and professionalism are to be commended.

D'Alessandro has supervised a smooth transition to the Virginia Department of Game & Inland Fisheries' Boating Safety Education Classroom Course online registration and record keeping system. He has ensured the registration process is easy so it will not discourage potential students.

Under d'Alessandro's guidance, the state certified instructors in his flotilla taught 228 students in 10 classes with a 100% pass rate last year – this in a central Virginia location with no navigable water.

Of particular note was Dr. d'Alessandro's leadership during the fall 2013 government shutdown. A full class was scheduled, however, those in the Coast Guard Auxiliary were prohibited from teaching as Auxiliarists and the venue was impacted and not available. D'Alessandro would not see this class cancelled. After much effort, he secured an alternate free site and had the instructors switch to DGIF livery and teach the course.

For his performance this year Frank was recognized as the "Assistant Instructor of the Year" by his Coast Guard Auxiliary Division.

Western Region

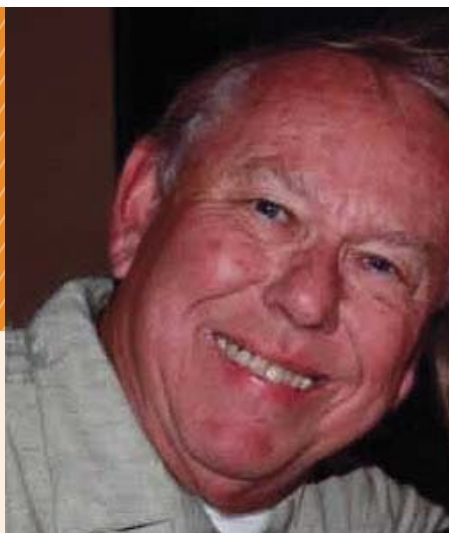


J Leo Smith
Arizona

"J" Leo Smith has been an active Arizona Game and Fish Volunteer Boating Education Instructor for the past 11 years in Lake Havasu City. J saw firsthand the need for boater education when he began boating on the Colorado River and throughout the Lake Havasu area.

For the past few years, J has been invaluable to the Boating Program in Lake Havasu City, teaching an average of four to five boating safety classes per year. Along with teaching classes, he also volunteers his time to promote safe boating in Arizona by assisting the Boating Education program in outreach events promoting safe boating and life jacket exchanges. J also donates his time volunteering at his church as well as the prison ministries.

J is a pleasure to work with and really has a passion for all that he does. Respected by all of his students, and as a valued resource because of his knowledge, strengths, and commitment to boating safety, J is a huge asset for the state and to his community. This commitment, customer service, and extra effort have given J a well-deserved reputation as a preeminent and effective volunteer instructor for the Arizona Game and Fish Department.

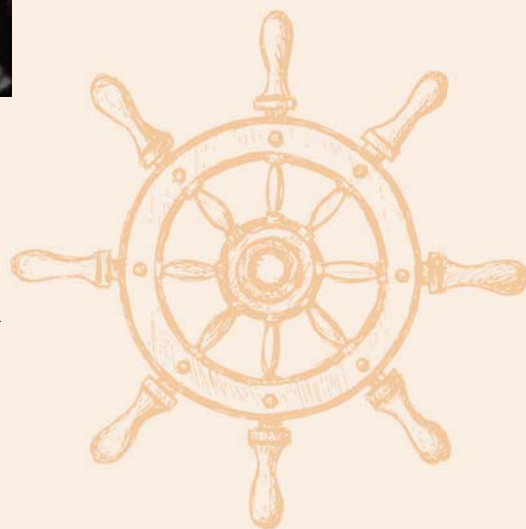


Wes Dodd
California

Thousands of boating safety officers, park rangers, game wardens and California recreational boaters owe their boating safety, marine patrol enforcement and accident investigation education to Wes Dodd.

Since 1976, Contra Costa Deputy Sheriff (Ret.) Dodd combined education with his marine patrol "beat" over hundreds of miles of the Sacramento-San Joaquin Delta region and as he cruised alongside recreational boaters. He always took the time to educate boaters about safe boating practices and observing the law. It was also as a deputy sheriff that he began his work in the field of boating accident investigations.

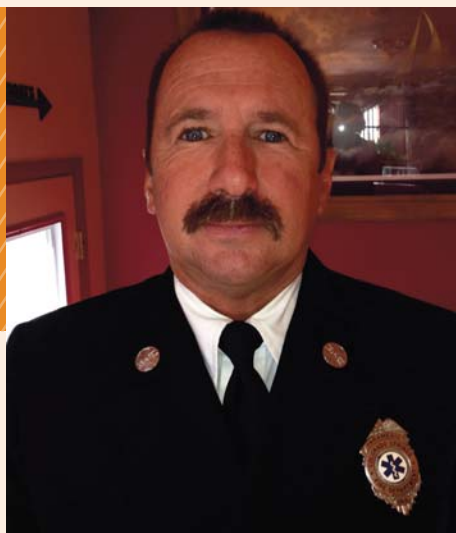
Dodd holds an associate's degree in criminal justice and a bachelor's degree in public administration. He has completed over 1,900 course hours in marine accident investigation and other marine-related subjects. In 1993, he began teaching Basic Boating Safety and Enforcement and Accident Investigation and Reconstruction to California's marine patrol officers on behalf of the California Department of Boating and Waterways. Wes continues to prepare course materials, train new instructors and patrol officers, and to keep up his own education on changing boating laws in order to ensure his instruction serves its purpose: to educate boating safety officers, and in turn make California's waterways safer for recreational boaters.



In 2000, Dodd was recruited as a consultant for a NASBLA task force and was instrumental in rewriting an intermediate course on boat accident investigation and a 36-hour course on boat accident reconstruction. These courses are taught nationwide.

Outside of the classroom, Dodd makes himself available at all times to his students, both before and after class, and by giving out his personal contact information should anyone have questions or need help with a case or situation. Considering he is not compensated for anything except his actual classroom lecture time, his work ethic is commendable and it is obvious he truly loves being an educator.

(Continued on page 24)



Mike Badger Colorado

In 1998, while Mike Badger was attending a Colorado Boating Safety course with his daughter, he was recruited to be an instructor in Colorado Springs. Since then, he has been one of the best and most active instructors in the program. He is highly motivated, reliable, self-sustaining and knowledgeable, and his enthusiasm is such that his students can't help but catch.

Badger is an avid boater. He grew up boating with his father & grandfather in Texas, where he completed a six-week U.S. Power Squadrons boating safety course. Since then he has taken his powerboat across the country, navigating coastal waters to inland lakes and reservoirs to rivers, making him well rounded in any environment.

Bader's main interest in boating has always been family. To him, it's an activity that brings families together as they enjoy the outdoors. Whether it's a U.S. Power Squadrons Rendezvous or just boats rafted together at his home lake, his mission is to do everything he can to keep this time for family and friends as safe as possible.

It's exactly that experience and passion that makes Mike Badger one of the strongest and best instructors in the program. His ability to draw upon situations that he's been through both professionally as a paramedic and personally as a boater and to mold those experiences into a lesson for 14- and 15-year-olds is second to none. Anyone

can tell a "war story," but it takes a special teacher to make a suitable lesson out of one. In a survey conducted of boating safety students in 2013, Badger received the highest possible rating in every category presented to the respondents, a feat that no other instructor accomplished.



Bob Bjelland Idaho

Bob Bjelland has been with the Kootenai County Sheriff's Office as a seasonal Marine Deputy since April of 2006. He is an instrumental part of the sheriff's office boat education program. Without his willingness, dedication and expertise, the county boat safety program would not be as successful.

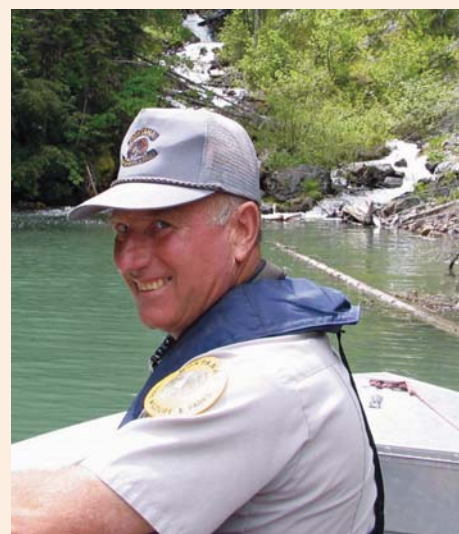
During his time at the Sheriff's Office Deputy Bjelland has become the lead instructor for the Boat Idaho safety class. The sheriff's office hosts 12 Boat Idaho classes annually, with an average of 120 students per year. Deputy Bjelland also puts on private classes to local businesses. Deputy Bjelland is also one of the instructors for the North Idaho Marine Law Enforcement Academy and passes on his working knowledge to new seasonal marine deputies.

In addition to these duties, he serves as Vice President/Water Safety Chair for Safe Kids, a local group that focuses on safety for children. Deputy Bjelland has been instrumental in expanding this program to include water safety for children. As a result, Safe Kids is working

with local businesses and organizations to collect life jackets for children. Furthermore Safe Kids is working with a local community center to develop a program within their membership for a water safety program.

Over the past several years Deputy Bjelland has coordinated all of the county's outreach programs, which include the Spokane Boat Show, Kootenai County Fair and the North Idaho Outdoor Expo. He takes it upon himself to keep up to date on boating laws and current boating safety issues. He has conducted numerous media interviews promoting the use of life jackets and warning about the dangers of cold water and operating while intoxicated.

Deputy Bjelland is a true asset to not only the Kootenai County Sheriff's Office but also the Idaho Department of Parks and Recreation state boating program and the boating community.



G.L. Hamilton Montana

A seasonal ex officio officer in Region One, G.L. "Ham" Hamilton works very hard to increase awareness of water safety to the people of the Flathead. Few match his drive and enthusiasm for the job.

Each spring Hamilton coordinates water safety education classes with area teachers just in time for spring runoff and kids heading out for the summer to enjoy the Flathead's hundreds of navigable waters. In 2013, he instructed 51 water safety/hypothermia classes

in the Kalispell area. His classes were attended by 184 adults and 2,204 students ranging from kindergarten through 12th grade. Hamilton also conducted water safety talks on the Flathead Indian Reservation as part of the Confederated Salish and Kootenai Tribes River Honoring and Lake Honoring Events. In addition, he distributed water safety information to hundreds of people attending a major sport show as well as an RV & Boat show in Kalispell.

As the water watch coordinator, Hamilton has built a network of people throughout the region who are versed in water safety regulations to be eyes and ears for Montana Fish, Wildlife & Parks. These volunteers educate people on water safety regulations and when necessary act as witnesses to provide information for law enforcement to follow up on later.

Hamilton continues his education efforts while on patrol as an ex-officio game warden. In 2013 he contacted 1968 vessels on his region's waters. He issued 149 citations, 17 written warnings and 446 verbal warnings for various water safety violations. He also gave out 137 free ice cream certificates to reward children for wearing their life jackets.

Through Hamilton's educational efforts, he has made the waterways in his region a safer place for all to enjoy.



David H. Shearer
Utah

David H. Shearer, Harbor Master at the Great Salt Lake State Marina, consistently exhibits outstanding leadership and tireless efforts in promoting boating safety through education on the Great Salt Lake.



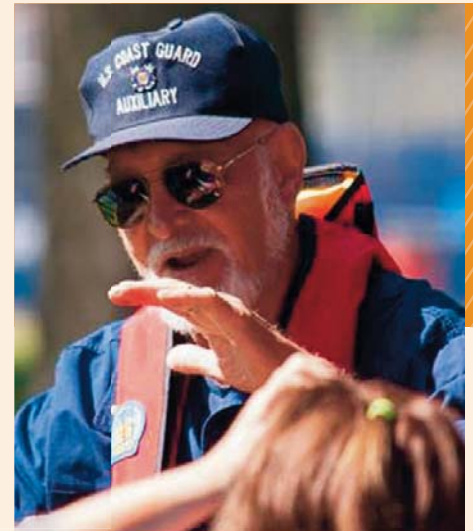
Each year, Shearer trains and educates sailboaters as well as members of local yacht, rowing and canoe clubs on the history, dangers and boating safety on the Great Salt Lake. Much of this is done on his own time. He also provides boating safety training and seminars for the commercial boaters of the multimillion dollar brine shrimp harvest industry.

Shearer addressed property damage issues caused by wind by providing training and awareness on how to properly secure vessels in their slips. Following this training, there was a 90 percent reduction of property damage claims.

To increase safety on the water, Shearer provides localized weather information to boaters heading out on the Great Salt Lake. He uses a variety of communication means, including a website, email, social media and marine band radio. He also developed a program to loan locating devices to boaters heading out on the lake as a safety measure.

As a National Safe Boating Council instructor, Shearer actively instructs Utah State Parks, United States Coast Guard Auxiliary, local county sheriff's offices, and private individuals in Close-Quarters Boat Control. He also developed a specific crew member training for volunteer crew members staffing his boat. This evolved into Utah State Parks Boat Crew Member training and certification.

With all that Shearer has done in boating safety and outreach on the Great Salt Lake, the amount of emergency callouts have decreased by 75 percent.



Donnel Kidder
Washington

Donnel Kidder is a dedicated U.S. Coast Guard Auxiliary boating safety instructor with over 20 years of experience. He is a leader in training for both classroom and on-the-water skill development courses. Kidder's consistent and innovative contributions have worked to make boaters safer in Washington State as well as grow the sport through his relentless efforts volunteering with youth.

In the word of his peers, "Donnel is a classroom teacher, on the water coach, and a life mentor that we are truly blessed to have with us."

Currently Kidder serves as the Public Education and Member Training Officer for the U.S. Coast Guard Auxiliary Flotilla 85. In this role he provides training for other recreational boater safety instructors and consistently teaches two to three boater safety classes per month. He also provides Water Safety & Safe Boating briefings to special interest groups year-round.

Kidder spends countless hours volunteering with local area youth teaching boater and water safety. He serves as the flotilla's liaison with the local Navy Sea Cadet Battalion teaching cadets (ages 11-18) Adventures in Boating, Navigation, and Seamanship as well as volunteers in elementary schools, churches and youth groups teaching boater and water safety. ✱

Life Jacket: The Essential Survival Tool

By Officer Lee T.
Maddox Jr.
Alabama Marine Police

On July 4, 2006, at approximately 4:15 p.m., I received a call from dispatch in reference to a possible drowning on the Alabama River. When I arrived at the scene, Dallas County Volunteer Fire and Rescue personnel briefed me on the situation.

A five-year-old boy had been playing in the water near the dock. Several adults had been observing the boy throughout the day. At some point, the boy got out of the water, took off his life jacket, and proceeded to go into the house and use the restroom. When he came out of the house, the boy jumped directly back into the water. No adults observed the boy re-enter the water. The Montgomery Fire and Rescue Dive Team arrived on the scene and recovered the boy's lifeless body in approximately nine feet of water.

Observing the scene, I noticed the little boy's life jacket approximately 10 feet from where he re-entered the water. Life jackets save lives, when properly used and worn. This tragic event could have been prevented with the wearing of a life jacket and proper adult supervision.





Numerous excuses

Parents often argue that life jackets are uncomfortable to children. I have conducted safety inspections where parents with infants claim no life jacket or other personal flotation device (PFD) would fit the infant. And many adults themselves do not wear life jackets for a variety of reasons. There have been claims that life jackets put limitations on maneuverability and the enjoyment they experience with water activity. Some adults claim to be expert swimmers and feel they do not need to wear a life jacket. Other reasons people give for not wearing a life jacket include that it is excessively hot, causes blistering, will mess up a tan line, or it is simply not comfortable.

In the article, "Injury Prevention: Study Shows Impact of Water Dangers," the author writes that in the year 2001, more than 3,300 individuals drowned and 4,100 were administered emergency medical care for non-life-threatening drowning-related injuries in the United States. Other studies conducted revealed that the non-life-threatening drowning possibly could cause brain damage or additional continuing unfavorable effects. Children age four and younger and males of every age were at a greater danger of drowning. The study illustrated that approximately 75 percent of non-life threatening injuries took place in pools, whereas 70 percent of the deaths happened in a natural water environment. The majority of non-life-threatening injuries were young children playing in residential swimming pools.

Life jackets save lives

There is not a single valid excuse for an individual not to wear a life jacket during water activity. The devices come in a variety of styles, shapes and types. Manufacturers produce life jackets for infants to adults. Individuals can contact a customer service representative of the life jacket manufacturer for any questions in reference to its use.

Adults have the responsibility to protect children by making sure the child is wearing a life jacket in or near pools and recreational waterways. Individuals who claim to be expert swimmers could still be at risk for

drowning. Life jackets save lives when properly used and worn. Personal flotation devices should be immediately within reach, the correct size for intended user, and in good condition.

Acting Director Dr. Ileana Aries of the Injury Center said, "Recreational water sites are wonderful places for family fun and physical activities; balancing the risks means keeping your family safe by choosing locations with lifeguards and using Coast Guard-approved personal flotation devices." Regular use of a U.S. Coast Guard-approved life jacket during recreational water activities may aid if an individual slips or falls unexpectedly into the water.

Life jackets are essential equipment on boating excursions. The operator and passengers need to be able to get to these life-saving devices in case of an emergency. The operator should require every passenger on the boat to wear a life jacket any time they are on the water. With today's variety, boaters can select different styles and types of life jackets to meet their needs. There is a wide range of choices for any water activity, and the cost provides individual safety for a sensible investment.

In the article, "National Safe Boating Council: Life Jacket Wear is a Top Priority of Boating Safety Partners All Year Round," Virgil Chambers, retired executive director of the National Boating Council said, "Approximately 90 percent of recreational boating drowning victims weren't wearing a life jacket. Today's comfortable and stylish life jackets make it easy to 'Wear It!' with any water activity."

Stop the tragedies

On Nov. 28, 2013, at approximately 11:40 a.m., the Alabama Marine Police Division received a call from dispatch of a possible drowning on Lake Martin. The next afternoon, divers recovered the body of a lifeless hunter. On the shore, approximately 150 yards from where the hunter had launched his canoe, lay his life jacket. The magnitude of wearing a personal flotation device goes beyond measure. Remember, life jackets float; people don't. ✱

123RF Photo

Boating Briefs

Arkansas officer receives recreational boating life-saving award

The Arkansas Game & Fish Commission presented the National Association of State Boating Law Administrators' (NASBLA) Award of Commendation to Corporal Lyndle Crownover. The award was presented in recognition of Crownover's rescue of a boater from the White River last spring. Arkansas Game & Fish photo.

On May 25, 2013, Cpl. Crownover, an officer with the Arkansas Game & Fish Commission, was patrolling in his boat and checking bank anglers in the Rim Shoals catch and release area when he observed a man fall into the water. The victim turned out to be an intoxicated boater who was not wearing a life jacket and had on waders. The fisherman immediately began to struggle and go under as he was swept downstream. Cpl. Crownover reacted quickly and was able to intercept the fisherman, pull him out of the fast-moving water and get him to the safety of the shore. Without Cpl. Crownover's swift actions, this incident would have no doubt ended in tragedy. "Cpl. Crownover is to be commended for answering the call for service when

least expected and most assuredly saving the fisherman's life," said Stephanie Weatherington, the boating law administrator for the state of Arkansas.

Created in 2008, the NASBLA Award of Commendation is given in recognition of persons who have exhibited heroism and faced risks to their own lives in saving another person involved in a recreation boating incident.



President signs Highway Trust Fund patch

In August, President Barack Obama signed into law H.R. 5021, the Highway and Transportation Funding Act of 2014, approving an \$11 billion, 10-month Highway Trust Fund patch. H.R. 5021 extends surface transportation funding authorities,

including the Sport Fish Restoration and Boating Trust Fund, from Oct. 1, 2014 to May 31, 2015.

As this law does not extend funding through the entire fiscal year (Sept. 30), this will have an effect on amounts states and nonprofit organizations may receive in FY 2015. Congress will need to enact another transportation bill to continue funding through the remainder of the fiscal year (or a portion thereof) beyond May 31, 2015.

US Coast Guard awards \$4.8 million in nonprofit grants

The U.S. Coast Guard awarded 24 competitive grants totaling more than \$4.8 million for recreational boating safety initiatives. Fourteen national nonprofit organizations received cooperative agreement funding to advance the National Recreational Boating Safety Strategic Plan objectives designed to reduce the number of accidents, injuries and deaths on America's waterways and to facilitate a safe, enjoyable boating experience for the public.

Grant recipients will receive funds for multiple endeavors, including: increasing life jacket wear rates, standardize national boating safety training courses, reduce alcohol-related boating fatalities and conduct multiple media outreach safety campaigns.

To read more about the grants, visit http://www.uscgboating.org/grants/nonprofit_grants_2014.aspx.

Top 10 Tips for Canoeing & Kayaking Safety



Fresh approach to paddling safety

What's one thing that all paddling instructors need? Safety information, presented to viewers in an entertaining way.

With paddling safety as its top priority, the American Canoe Association, with funding from the U.S. Coast Guard, partnered with Anzovin Studio to create two animated videos in an effort to deliver fun and engaging safety messages that stick.

Check out the new animated videos at <http://www.americancanoe.org/?page=AnimatedVideos>. Please feel free to share these videos to spread the message of safe boating and help reduce the number of paddling-related fatalities.

16 officers died due to job-related illnesses and other causes.

The deadliest month in the first half of 2014 was May with 18 fatalities. Fourteen officers were killed in March and 13 were killed in January. Ten officers died in April, seven officers died in June, and February had the fewest fatalities with five deaths.

Monday was the deadliest day of the week for law enforcement officers in the first half of the year, with 15 fatalities, followed by Wednesday with 11 fatalities. Tuesday had the fewest fatalities with five fatalities in the first six months of the year.

These are among the many findings of Law Enforcement Officer Deaths: Mid-Year 2014 Report recently released by the National Law Enforcement Officers Memorial Fund. For more information, visit nleomf.org/facts/research-bulletins.

NLEOMF releases new report on 2014 law enforcement officer fatalities

As of June 30, 2014, 67 officers have been killed in the line of duty — a 31-percent increase over the same period last year. Of these, 26 officers were killed in traffic-related incidents, 25 officers were killed in firearms-related incidents and



(Boating Briefs continued on page 30)

New Hampshire requires search and rescue fines

New Hampshire Gov. Maggie Hassan signed three bills into law which regulate boating and fishing activities in the state. As required by HB 256, if the state determines that the negligence of a person caused a search and rescue operation, that person will be required to pay the costs of the rescue effort, unless the person has a current recreational activity license such as a fishing license or vessel registration. The fines will be paid into the state's search and rescue fund. HB 292 requires operators of boats registered in other states or countries to pay for and display a milfoil decal if the boat is used in inland waters. It also increases the Vessel Registration Fee from \$7.50 to \$9.50. HB 1448 requires all boats to be registered with the state. All three shall take effect on Jan. 1, 2015.

New Jersey governor signs legislation to promote safe boating

In July, Gov. Chris Christie signed into law legislation aimed at increasing safe boating practices on New Jersey's inland lakes and waterways.

The bipartisan legislation increases the penalty for anyone leaving the scene of a boating accident in New Jersey waters or for failing to assist anyone injured in a boating-related accident as required by law. S-846 will raise the penalty to a second-degree offense to leave the scene if the accident results in the death of anyone involved.

Second-degree offenses will now be punishable by a prison term of five to 10 years, up to \$150,000 in fines or both. New Jersey law currently requires the operator of a boat involved in an accident to stop the boat immediately and assist any injured parties as long as they can do so safely.

Recreational boating deaths drop in NY

The number of fatal recreational boating accidents last year on New York waters was the lowest since 2006, drawing applause from safety advocates.

The positive trend, echoed nationally, is partly due to improved boat designs, mandatory safety classes and crackdowns on boating while intoxicated, experts and boaters say. Last year, 18 boaters were killed in New York, or 3.9 deaths per 100,000 registered vessels, according to the U.S. Coast Guard. That's down from 27 fatalities in 2012, or 5.8 per 100,000. In 1980, there were 61 deaths and the rate was 19.09 per 100,000, state data show.

Special investigation finds parasailing largely unregulated

The National Transportation Safety Board's first investigative report into parasailing safety finds the activity is largely unregulated with serious accidents frequently caused by faulty equipment. During the course of its investigations, the NTSB identified a variety of safety



concerns, including vessel operators who continued to operate in hazardous wind

conditions, use of inadequate equipment or unserviceable gear and towline strength that was in some cases compromised.

As a result of the investigation, the NTSB issued six safety recommendations to the Coast Guard, the Federal Aviation Administration and the National Association of State Boating Law Administrators.

An executive summary and links to the full 33-page report and the safety alert are available at <http://go.usa.gov/9SFF>.

Design a better life jacket and win \$10,000

Are you an armchair inventor with a better way to keep boaters, sailors and anglers afloat? The BoatUS Foundation has teamed up with the Personal Flotation Device Manufacturers Association and the National Marine Manufacturers Association to seek out the newest technologies and design ideas with the Innovation in Life Jacket Design Competition.

A \$10,000 cash award goes to the winning designer and inventors have until April 15, 2015, to submit their idea to BoatUS.org/design.

"Waterway users are always looking for more comfortable life jackets," said BoatUS Foundation President Chris Edmonston. "While current models of life jackets save lives every day, many are still bulky and uncomfortable, leaving boaters reluctant to wear them. This competition hopes to challenge that mindset."

Entries will be judged on wearability, reliability, cost and innovation. Additionally, the BoatUS Foundation will post entries on their website and Facebook page for public voting. The winner will be announced at the September 2015 International Boat Builders Exhibition and Conference in Louisville, Kentucky. For more information or to enter, visit BoatUS.org/design.✱



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Recognizing those that make a difference



Rachel Johnson, CAE
Executive Director
National Safe
Boating Council

In recent years, the National Safe Boating Council (NSBC) has placed more importance on grassroots campaigns, marketing, and building a strong foundation through partnerships and nationwide volunteer programs to accomplish our mission. As we all “do more with less,” we must also understand how the power of working together to promote boating safety makes us a stronger, more unified voice.

Did you know that, in 2013, the NSBC’s media outreach and public relations efforts translated to the placement of 21,030 print, radio, television, and online media hits – reaching a potential audience of more than 1.2 billion people nationwide? That’s an increase of 950 percent compared to 2012! And, at any given time, the NSBC’s boating safety messages can be broadcast to more than 5,100 people on Facebook and over 15,000 people on Twitter. This means that – with the click of a mouse – the NSBC can send a message to over 20,000 people. Imagine how that reach expands when our partners and volunteers share our messages!



A key grassroots effort by the National Safe Boating Council is the annual Wear Your Life Jacket to Work Day. In the five years that the NSBC has worked with its partners to promote this event, nearly 20,000 people have had direct contact with the Wear It! Message
Canadian Red Cross photo

Because of your help and support, 2014 looks even more promising. This year’s Wear Your Life Jacket to Work Day was more popular than ever, and we once again achieved this year’s world record of the most life jackets worn at “Ready, Set, Wear It!” with 6,973 participants. In the five years that we’ve worked together to promote this event, nearly 20,000 people have had direct contact with the Wear It! message through your events – not to mention all those who have been exposed simply by walking by your booths, demonstrations, and Vessel Safety Checks.

How do we continue our boating safety messaging and events when boaters are actually out on the water? The NSBC takes a proactive approach by educating recreational boating safety professionals with our on-water training programs. Led by our Training Director Emily King and our knowledgeable instructor-trainers, the NSBC continues to certify and train instructors nationwide, from Maine to Alaska to Nevada – and everywhere in between. To date, the NSBC has certified 42 instructor-trainers and over 500 instructors nationwide. The NSBC has recorded that over 10,000 boaters have been taught by our certified instructors. We’re always looking for new partners to help train in local communities; please let us know if you’re interested in offering training in your state.

Lastly, the NSBC continues to proudly sponsor the annual NASBLA Boating Safety Award, given to a state or local government individual at the annual NASBLA Conference. First presented in 1992, the Boating Safety Award recognizes one outstanding representative who has demonstrated outstanding performance in boating safety. Past recipients can be viewed on NASBLA’s website, NASBLA.org. We’re humbled to once again be able to recognize people that truly make a difference – whether it’s in law enforcement, education, search and rescue, or any equally important segment to make recreational boating safer every year.

The NSBC has always valued our partnerships. Since our inception in 1958,



Peter Gionet has been directly involved in New York’s recreational boating education program for nearly 25 years, during which time he has developed and overseen every aspect of the state’s boater education program. His ongoing efforts garnered him NASBLA’s 2013 Boating Safety Award, which is sponsored by the National Safe Boating Council.
NY Office of Parks, Recreation & Historic Preservation photo

we have been a partner organization with the U.S. Coast Guard, the U.S. Coast Guard Auxiliary, the U.S. Power Squadrons, and NASBLA, to name a few. Just last month, we began a tri-collaboration with NSBC member-organization ACR Electronics and the Monica Burguera Foundation. Both located in Florida, they recognize that using singular messaging and shared resources will help to reach the 800,000+ boaters in the Sunshine State.

The NSBC will continue its commitment to helping you achieve greater reach within your communities. We are available to provide resources, information, and networking with our volunteers and partnership opportunities. By unifying our knowledge and sharing our different expertise, we can increase outreach and effect a behavioral change for boaters to be prepared and safer on our waters. We look forward to continuing our collaboration with NASBLA, the states, organizations, and volunteers throughout the country in an effort to promote safer boating. We are stronger when we work together. As Helen Keller once said, “Alone we can do so little; together we can do so much”. ✨

USCG Boat Forces

– a key partner in the nation's maritime safety and security



Captain Todd Wiemers
Chief, Office
of Boat Forces
U.S. Coast Guard

It's hard to overstate the longevity and tremendous value of NASBLA's partnership with the United States Coast Guard. There's more than a 50-year history of positive cooperation between NASBLA and the Coast Guard in the arenas of recreational boating

safety, education, and public policy, and it was the Coast Guard's Boat Operations and Training (BOAT) Manual outlining the basic skills of Coast Guard boat crews (everything from donning a life jacket to navigating a search pattern) that served as the doctrinal foundation of NASBLA's highly successful BOAT Program.

The partnership was underscored dramatically on May 11, 2012, when the United States Coast Guard signed a memorandum of understanding with

NASBLA that formally established NASBLA's BOAT Program as the National Standard for the training and credentialing of state, county, local and tribal maritime law enforcement officers and rescue personnel. The memo originated in the Office of Boat Forces, the Coast Guard's headquarters program that oversees every Coast Guard vessel under 65 feet, which is to say the more maneuverable class of vessels and those that perform the majority of the Coast Guard's search & rescue, patrol, and security missions.

The Office of Boat Forces' overarching purpose is to provide the resources and

expertise that our boat crews on the water need to execute their missions. In my staff are the platform managers for three dozen boat types, the policy managers and innovators who produce and disseminate the rules and practices that govern the Boat Forces profession, as well as the Boat Forces specialists and analysts who make sure this is all carried out with maximum safety and efficiency.

The truth is, while the Coast Guard launches airplanes, helicopters, and cutters underway to carry out the many and varying Coast Guard missions, the element you are most likely to see as a boater is indeed from a Boat Forces unit. In light of this and the history of the partnership between NASBLA and the Office of Boat Forces, I'd like to introduce you to these Boat Forces professionals. This is an opportunity for the SCA readers – you recreational boaters, boating law administrators, education specialists, law enforcement officers, legislators, and other boating safety partners – to meet and understand the Office of Boat Forces, your primary Coast Guard partner with whom your lives and livelihoods go hand in hand.

Let me start the introduction by highlighting the mission of the United States Coast Guard's Boat Forces: *To provide the capability that enables safe and effective boat operations in support of all Coast Guard missions.*

Safe and effective boat operations in support of all missions requires a substantial investment in human capital, capabilities, training, equipment, and leadership to bring it all together into a professional force. Coast Guard Boat Forces enable mission performance in support of the strategic roles of the Coast Guard: maritime security, maritime safety, protection of natural resources, maritime mobility, and national defense. Boat Forces provide the core capabilities and competencies, based on operational requirements, necessary to safely and effectively operate boats in the execution of all Coast Guard missions.

With a reputation for excellence in mission performance, Coast Guard boats and their crews are essential to the nation's maritime safety and security. The ongoing emphasis on the Ports, Waterways and Coastal Security (PWCS) mission is a vivid example of the continuously changing environment in which the Boat Forces are called upon to perform. As stated in *Creating and Sustaining Strategic Intent in the Coast Guard*:

"The world the Coast Guard must operate in, however, is changing profoundly. The terror attacks of September 11th are the most vivid illustration, but accelerating change has been buffeting the Service since the end of the Cold War. Rapid, almost dizzying advances in technology, global networks, trans-national forces, and international markets are profoundly reshaping global maritime security. The emerging maritime domain is a much riskier place, and is changing the face of every Coast Guard mission. It is essential today that the Coast Guard think and act with an understanding of the forces behind the changing world of the 21st century."

Boat Forces units are critical operational elements of the Coast Guard. The heroic efforts of Boat Forces professionals make a heavyweight contribution to the Coast Guard's success, annually accounting for 79 percent of lives saved, 89 percent of property saved, and 76 percent of law enforcement sightings and boardings.

Risks are ever present in boat operations, and safety in the program is paramount. Through a decade-long commitment to safe and effective boat operations, Boat Forces has decreased its mishap rate to enviable levels compared with other transportation modes such as automobiles and airline travel, or even compared with other Department of Defense elements that perform maritime operational missions. Many factors contribute to Boat Forces'

success, including high quality boat capability, advances in personal protective equipment (PPE), operational risk management, and a robust formal and unit training system. Boat Forces' Operational Commanders, Commanding Officers, and Officers in Charge safely and effectively manage their crews in the performance and execution of their duties across a wide spectrum of missions. Coast Guard's Boat Forces aspire to be the world standard for professional boat operations, and must continually study and train to live up to that aspiration.

Increasingly key to the Boat Forces mindset is something that's become a bit of a mantra in the modern day: "Force Multiplication through Interoperability." What this means to Boat Forces is that strong partnerships with State and local law enforcement, fire/rescue, and commercial towing and salvage providers are vitally important to the safety and security of the public, and directly support that ever-essential goal of *safe and effective boat operations*.

Never forget, the Coast Guard's Boat Forces professionals are your partners on the water. Whether your business takes you through the ocean, river, gulf, lake, ice, or any other kind of waterway in this great land, know that you have a teammate and fellow professional out there with you in the United States Coast Guard Boat Forces. Reach out and you'll discover that those uniformed Coast Guard professionals in their boats are grateful to serve alongside you – and they're well aware that help and necessity run both ways, and that you're their partner as well as they are yours.

As the Chief of Coast Guard Boat Forces, it is my responsibility to make sure those Boat Force personnel you encounter on the water get the support they need to be your perfect maritime partners. It is a responsibility I take personally, and you should know that I am your partner as well. We share the noble goal of keeping our waterways safe and secure. I sign off here with a hand of cooperation extended to you fellow maritime professionals, and an expression of gratitude for your continued strong partnership. ✱

Tracking national boating safety course completions through the years

Since the time I was hired in 2004, our office has been tracking the annual number of standards-meeting* basic boating safety education courses and certificates issued. Although we were tracking the data, it was rather spotty for a few years. The year 2006 is the best starting point for analyzing trends in national numbers because the data that we have been receiving concerning state/territory courses on Performance Report Part II is accurate and serves as the best method to capture this information.

The Strategic Plan of the National Recreational Boating Safety Program has increased the emphasis on boating safety education as a whole and on tracking and analyzing the number of people who have received it. Within the Strategic Plan are the key performance goals of the program: to reduce fatalities and injuries via 11 objectives and those strategies within each objective that are judged necessary to attain these goals.

Objective 1 of the Strategic Plan deals with boating safety education certificates and the successful completion of a boating safety course. The goal is to increase the number of persons who complete a boating safety course or test that conforms to the National Boating Education Standards as recognized by the USCG.

Strategy 1.1, the states will annually track the number of certificates and/or course completions from boating safety course providers that conform to the National Boating Education Standards as recognized by the USCG.

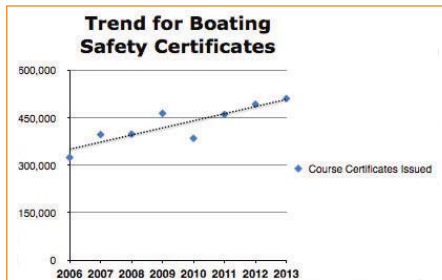
Strategy 1.2, the Coast Guard will extract and total all persons enrolled and all boating safety certificates issued for that year from all 56 states and territories.

So...what is the trend?

In 2006, there were 323,871 course certificates issued nationwide. In 2007, there was an increase of 22 percent with 396,083 course certificates issued. With more states passing mandatory boating education laws, the Coast Guard expected to see the boating education certificate numbers rise.

In 2008, 397,633 boating safety certificates were issued, showing a slight increase over the previous year's numbers. Then in 2009, there were 463,027 certificates issued – a 16-percent increase from 2008's numbers. This appears to coincide with the general societal increase in popularity of online learning. At this point, more states had approved online boating safety courses as a method of getting their residents educated too.

The year 2010 saw a 17-percent decrease in the number of certificates issued. This was the first annual decrease since 2006. Only 384,236 certificates were issued in 2010. The numbers improved in 2011 with 459,695 boating safety certificates issued, which was a 20-percent increase from the previous year's numbers. The year 2012 showed an increase of 7 percent with 491,525 boating safety certificates issued. 2013 showed an all-time in boating safety certificates issued with 509,443, an increase of 4 percent over the previous year's numbers. An interesting fact is that 48 percent of the certificates issued in 2013 were from Internet-based courses. The chart below displays the national trend in approved boating safety certificates earned.



Suggested improvement

Approved course providers could improve on reporting their numbers to the boating law administrator(s) for the state(s) in which they do business. After all, the first step is for approved course providers to report the number of certificates issued in accordance with the terms of their national certification agreement. This allows for accuracy when the states compile their numbers and submit



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Operations Branch
Boating Safety Division
Office of Auxiliary &
Boating Safety
U.S. Coast Guard

them to the Coast Guard on the annual Performance Report Part II. It is the only means that the Coast Guard has to track boating education data that is used to brief the National Boating Safety Advisory Council and other government agencies on how we are educating the boating public.

I applaud the hard work that is being done by the boating safety instructors for their many hours in the classroom teaching to make our waterways a safer place. Remember, always wear your life jacket, file a float plan, and take a boating safety course. Boat responsibly! *

Editor's Note: The author is referring to NASBLA's 'National Boating Education Standard' and certificates earned by completion of a 'NASBLA-Approved' course. NASBLA and the USCG Boating Safety Division are at a disagreement on how the standards should be referenced. Since the 1990s, NASBLA and the states have used the phrase 'NASBLA Standards' to identify the specific set of standards developed and adopted by NASBLA membership, and the phrase 'NASBLA-approved' to identify courses which have been independently assessed by NASBLA as meeting the national standard. Use of these phrases have helped to reduce confusion for the recreational boater and law enforcement, enhancing reciprocity among the states, and guiding boaters to courses meeting individual state-specific requirements. The National Technology Transfer and Advancement Act of 1995 and Office of Management and Budget CIRCULAR NO. A-119 (Revised), Federal Participation in the Development and Use of Voluntary Consensus Standards and in Conformity Assessment Activities, guide federal agencies to "reference voluntary consensus standards, along with sources of availability, in appropriate publications, regulatory orders, and related internal documents.



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2014-15 RECREATIONAL BOATING SAFETY CALENDAR

2014
October
19

**National Boating Federation
Executive Committee Meeting**
Bar Harbor, Maine
n-b-f.org

23-25

**US Sailing
Annual Meeting**
Milwaukee, Wisconsin
ussailing.org
events@ussailing.org
401.683.0800

28-29

**National Water Safety Congress
Executive Board Meeting**
Lexington, Kentucky
watersafetycongress.org

November

4-5

**Homeland Security Outlook
Maritime Security Caribbean**
Nassau, Bahamas
maritimesecuritycaribbean.com

6-7

**National Boating Safety Advisory
Council Fall Meeting**
Washington, D.C.
homeport.uscg.mil/NBSAC
Jeffrey.A.Ludwig@uscg.mil
202.372.1061

16-19

**Marine Retailers Association
of the Americas
Marine Dealer Conference & Expo**
Orlando, Florida
mraa.com
info@mraa.com

17-21

**NASBLA
Advanced Accident
Investigation Course**
Havana, Florida
nasbla.org/accident
chris@nasbla.org
859.225.9487

19-21

**C-PORT
Conference and
Membership Meeting**
West Palm Beach, Florida
cport.us

December
3

**National Recreational
Boating Safety
Coalition Meeting**
Washington, D.C.
NRBSCoalition@aol.com
202.257.2836

7-10

**NASBLA
RBS Instructor
Development Workshop**
Jacksonville, Florida
nasbla.org/MOI
859.225.9487

10-12

**NASBLA
Executive Board Meeting**
Lexington, Kentucky
nasbla.org
ron@nasbla.org
859.225.9487

2015
January

18-25

**United States Power Squadrons
Annual Meeting**
Jacksonville, Florida
www.usps.org

22-23

**Colorado River Law Enforcement
Association
Annual Conference**
Laughlin, Nevada
crlea.org
bvanhaisma@ndow.org

28-30

**International Marina & Boatyard
Conference**
Tampa, Florida
marinaassociation.org
imbc@marinaassociation.org
401.682.7334

February

21

**American Canoe Association
Board of Directors Meeting**
Fredericksburg, Virginia
americancanoe.org
wblackwood@americancanoe.org

March

1-4

**International Association
of Marine Investigators**
Annual Training Seminar
Mobile, Alabama
iammarine.org/iami

4-5

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

29-April 1

**National Safe Boating Council
National Water Safety Congress
International Boating
& Water Safety Summit**
Sandestin, Florida
ibwss.org

May
6-7

American Boating Congress
Washington, D.C.
nmma.org

16-22

National Safe Boating Week
www.SafeBoatingCampaign.com

June

26-28

Operation Dry Water
www.operationdrywater.org

August

27-30

**U.S. Coast Guard Auxiliary
National Convention**
San Antonio, Texas
cgauxa.org/nacon

30-September 6

**United States Power Squadrons
Governing Board Meeting**
San Diego, California
usps.org

September

13-16

**NASBLA
Annual Conference**
Wichita, Kansas
nasbla.org
info@nasbla.org
859.225.9487

October

9

**American Canoe Association
Swiftwater Rescue Conference**
Dillsboro, North Carolina
americancanoe.org
whitewatersam@gmail.com

24

**American Canoe Association
Board of Directors Meeting**
Charleston, South Carolina
americancanoe.org
wblackwood@americancanoe.org