2004 International Boating and Water Safety Summit

Panama City Beach, FL
April 18 - 21, 2004

Proceedings

A joint program sponsored by
National Safe Boating Council
and
National Water Safety Congress

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Trust Fund Administered by the U.S. Coast Guard

The 2004 Summit Theme Song

P - F - D sung by The Vessel People (to the tune of "YMCA")

Young man, there's no need to drown
I said young man, you can float all around
I said young man, when your boat goes down
There's no need to be unhappy

Young man, there's something you should know
I said young man, when you're out on a boat
You can be safe, and I'm sure you will find
Many ways to have a good time

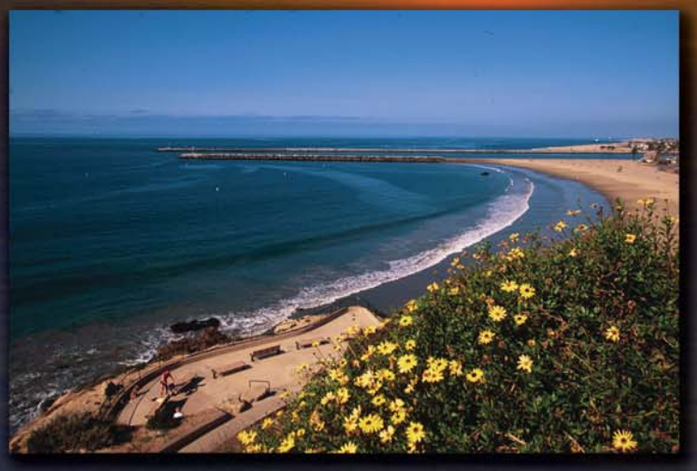
(Chorus)
It's fun to wear my P-F-D (do motions)
It's fun to wear my P-F-D
It has everything to keep your afloat
Always wear it when you're out on a boat
(Repeat Chorus)

Young man, are you listening to me
I said young man, wear your PFD
I said young man, you can stay alive
But you've got to wear that one thing
No man, should drown himself
I said young man don't leave it on the shelf
And just wear it, your PFD
And I'm sure you'll be happy

(Chorus)
It's fun to wear my P-F-D
It's fun to wear my P-F-D
It has everything to keep your afloat
You should wear it when you're out on a boat

Ninth Annual International Boating and Water Safety Summit
March 13 - 16, 2005

See you at the 2005 Summit in Beautiful Newport Beach, California



Hyatt Newporter Hotel

Newport Beach, CA

National Safe Boating Council
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International Boating and Water Safety Summit

April 18 – 21, 2004

Marriott Bay Point Resort Village

Panama City Beach, Florida

PROCEEDINGS

A Summary
of
Educational Sessions and Activities
Occurring at the SUMMIT*

Includes List of:

Opening Reception – page 1
Monday Sessions, Activities and Photos – pages 2 - 6
Tuesday Sessions – pages 7 - 22
Tuesday's Day on the Water Activities and Photos – page 23
Wednesday Sessions & Activities – pages 24 – 40
Awards Luncheon, Banquet & Winners – pages 41 - 43
Exhibitors – pages 43 – 45
Door Prize Listing – page 45
National Safe Boating Council Board of Directors – page 46
National Water Safety Congress Board Members – page 47 - 48
Delegate/Attendee Lists – pages 59 - 63

*Please contact presenters of specific session if you have questions.

Thanks to all that participated in the 2004 Summit and for making it a great success.

International Boating and Water Safety Summit

Web Site: www.safeboatingcouncil.org

Dear Fellow Summit Participants:

The National Safe Boating Council and the National Water Safety Congress are pleased to present the ***Proceedings*** from the Eighth Annual International Boating and Water Safety Summit. We had over 450 boating and water safety professionals and volunteers plus a host of paddlers this year. Panama City was a terrific venue, great hotel, great beaches, great seafood, and marvelous presentations.

As you will see from the following pages, there were sessions for everyone. Beaches to signage on beaches, Rescue 21 to Cold, Wet & Alive, Party Zone patrols to Clean Boater Program, Sidekicks to Train the Trainer and perhaps most interesting for all, the PFD Workshop – a general session discussing the rising issue of mandatory wear of PFD's in small boats.

USPS handed out two videos, "National Safe Boating Test" and "Your Guide to Safety Equipment", to the attendees, many thanks to them for these excellent products. There were several other important safety information media available, something for everyone. The summit is filling those needs and is of interest to anyone involved with boating and water safety. Several sessions delved into the new issue of security on the water, and connected security and safety to the professionals at the Summit.

We encourage you to put next year's Summit on your calendar, which will be held at the Hyatt Newporter Hotel, Newport Beach, California March 13-16, 2005. The setting is ideal, and we urge you to keep an eye on our website, www.safeboatingcouncil.org for registration information. The Ninth edition of the International Boating and Water Safety Summit promises to be a spectacular event.

Thank you for all who participated in the 2004 Summit in Panama City, we look forward to seeing you in Newport Beach next March.

William Griswold
Chair
National Safe Boating Council

Ron Riberich
President
National Water Safety Congress

Activities Prior to the Summit

Friday, April 16

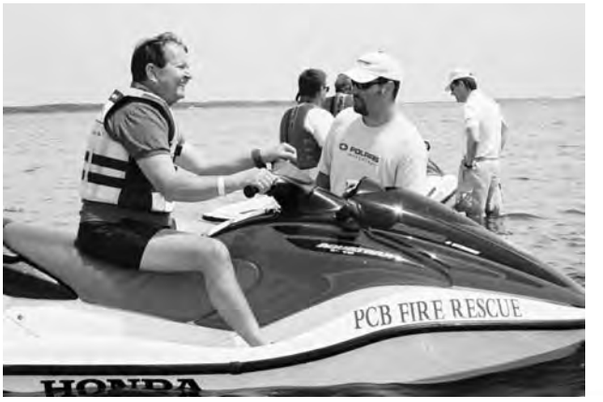
National Association of State Boating Law Administrators (NASBLA) Reviewer Training Meeting

Saturday, April 17

National Water Safety Congress (NWSC) Board of Directors Meeting
NASBLA Reviewer Training Meeting
NWSC Board of Directors Meeting
NASBLA Reviewer Training Meeting
Summit Committee Pre-Convention Meeting
National Safe Boating Council (NSBC) Board Meeting

Sunday, April 18

United States Boating Institute Meeting
Golf Tournament
NSBC Membership Meeting



The Opening Reception

Delegates were entertained by pianists: ***Joyce Shaw**, United States Power Squadrons and National Safe Boating Council Board Member and **Joan Bondareff**, Legal Counsel for the National Safe Boating Council.*

Monday at the Summit

MONDAY, APRIL 19
General Session

Color Guard, Presentation of Colors, Invocation
Recognition of Honored Guests
Summit Advisory Committee Introduced
Welcome Greetings from State of Florida

YOU'RE IN COMMAND

Admiral Hathaway, U.S. CoastGuard &
Scott Mason, U.S.C.G., Rescue 21 Program

Rescue 21 Overview: Nationwide Maritime "911" system for distress notification and response. It provides critical command control and to help take "search" out of "search & rescue."

Benefits to the Public: Improved communications quality - noise filtering tools; improved coverage of coastal zone - at least 20 NM for 1 Watt signal; digital selective calling - implements GMDSS for sea area A-1; direction finding capability - line of bearing for each receiver site.

System Components: 1) Operator positions: Group Communication Center (GCC) and Fixed Facilities with Stations and MSO; 2) Network Connectivity; 3) Remote Fixed Facilities (RFF) - Towers; and 4) Vessels which include patrol boats, motor lifeboats, utility boats, buoy tenders and aids to navigation boats. The total of 15 vessels will be modified and will receive Rescue 21 radio and equipment. Currently, our technical team is designing a system for RB-M boat and alike.

Current Status: 1st Regions - Atlantic City & Eastern Shore with infrastructure complete, factory testing underway and now undergoing field testing. Four additional regions in development - St. Petersburg, Mobile, Seattle and Port Angeles. Site construction is underway and shore facility preparation is in progress. Design development of fifteen additional regions. Site identification to meet coverage requirements.

Key Issues: The complex system software development supports critical Coast Guard business practices and human system interface features. There is need for adequate developmental testing and reduction to zero major defects. Communications coverage depends on deploying remote fixed facility sites in the right locations.

Deployment Schedule: FY04: 35% under development, FY05: 70% underdevelopment and FY06: 100% under development.

SW Development: (Letter from Hon Leung, 1 July 03, explaining situation):

GDDS SW development effort has been divided … into 4 SW Increments. Each increment is cumulative to the previous increment(s). Increment I is the basic building that provide radio control and the Geo Display. Increment II and Increment III add more system functionalities as specified in GDDS' design documents. Increment IV implements a collection of HSI IPT identified functionalities to address HSI issues.

Status: Increment I System Integration & Testing (SI&T) completed in early May, 39 problem change records (PCRs) were recorded; Increment II SI&T was scheduled for the week of 14 July; and, Increment III and IV are combined into one SI&T with no date scheduled.

OverView of Summit - Announcments and Break

ONE SIZE FITS ALL?

Chris Edmonston, Boat US Foundation

Want to reach the boaters who use your water ways? The Boat US Foundation, working with Responsive Management, conducted a survey of boaters in the fall of 2003 to help understand what the best way to reach boaters using targeted marketing techniques. It was found that the type of boat or boating activity can and does have an affect on a boater's attitude and preferences.

The presentation concluded with ways to use that information to your advantage.

Monday at the Summit

BETTER BEACHES

Dr. Tom Griffiths, Pennsylvania State University

Whenever possible, channel access to the beach to educate and warn. Guests enjoy easy and convenient access to the beach, but they should be directed to points that warn and educate.

Whenever possible, Streamline Signage. Emphasize dangers and warnings at the beach. Minimize and relocate signs for directions, information and housekeeping. Eliminate unimportant signage. Use shapes and colors for appropriate themes. For dangers, warnings and hazards, mimic highway signs.

Whenever possible, practice active supervision rather than passive supervision. Too many water safety efforts are too passive; supervisors sit back, watch and wait for problems rather than speaking to guests to educate, warn and ultimately prevent accidents. We must practice proactive prevention rather than perform reactive rescues.

Whenever possible, demand that parents watch their children closely. It only takes seconds for a child to drown and if parents are more than an arm's length away, they've gone too far. The #1 problem at beaches is lost children. Consider developing a safe meeting place for families to combat lost children.

Whenever possible, warn guests about the dangerous head-first entry. Two-thirds of all catastrophic neck injuries occur in open-water areas, not swimming pools. The sand under the water is not soft and forgiving. Remember, a guest can become a quadriplegic in less than two seconds.

Whenever possible, warn guest about strong waves and currents. Your beach is beautiful but dangerous as well. "Surfs Up!" is often bad news for guests. Big waves and strong currents can be real killers. Approximately 80 % of all ocean drownings are caused by rip currents. Your guests need to know this.

Whenever possible, use the new beach flag system . The flags alone cannot improve safety. Support the flags with active patrols and lifeguards. A universal flag warning sign system is a significant safety move in the right direction but flags alone cannot safeguard the beach. Increase patrols and consider lifeguarding. You can make a difference by being proactive.

Top Ten Tips for Family Beach Safety and Enjoyment

1) Wind, waves, currents. Parents should understand that wind generates waves. The stronger the wind- the stronger the waves. Taller, more frequent waves mean stronger currents pulling swimmers away from the beach. When the "Surfs Up!" it's often too dangerous for the average swimmer, particularly small children. Above all, "When in Doubt, Don't Go Out!"

2) Never Swim Alone: "If you're more than an arms length away, you've gone too far!" Swimming alone in the ocean can often be unsafe. Whenever venturing into the water, make every attempt to swim with another proficient swimmer. If you are a weak or novice swimmer then select a strong swimmer as a companion. The same rule should apply to your children.

3) No Diving. Two-thirds of all catastrophic neck injuries (800 annually) occur in open-water areas, not swimming pools. The sand under the water is not soft and forgiving. Remember that you can become a quadriplegic in less than two seconds. Feet-First is the only safe way for you and your kids to enter the ocean.

4) Lost Children. Water safety experts all agree that the #1 problem at the beach is lost children. Lost children not only create water safety worries but child abduction concerns as well. To protect you children, establish a beach plan. Know where you entered the beach, where you will place you blanket and where you will meet if and when you become separated.

5) Close, Active Supervision. Many parents supervise their children passively, watching them with less than 100% of their attention. Cooking or cleaning might be acceptable chores while watching kids in a child-proof house, but around the water you must actively, aggressively and attentively watch your children. If more than one adult is in attendance at the beach, take turns being the "Designated Kid Watcher". This person is not allowed to read or do other distracting tasks.

6) Learn How to Swim/ Wear a Lifejacket If you plan on a beach vacation you better learn how to swim first. If you don't know how to swim waist deep water can be dangerously deep. Non-swimmers and small children should wear a reliable, properly sized USCG PFD.

7) Rip Currents. Rip currents account for more than 80% of the near drownings in our oceans. While rip currents are very strong, they are extremely narrow, do not last long and will not travel very far. Ask about rip currents at your beach. If rips are running, don't go in the water. If unexpectedly caught in a rip, don't panic, breathe deeply and gently swim parallel to shore. Don't fight the current!

8) Take Frequent Breaks. Don't allow your family to just sit on the beach or stay in the water all day long. Fatigue, sunburn, hypo and hyperthermia can all become problems. Take frequent breaks from the sun and water and take your children to the rest room. Whether bathroom breaks, sun breaks or water breaks, these can be vitally important. Apply SPF sunscreen often, especially when exiting the water. Wear hats and something to shade you.

9) Follow your Flags, Check the Conditions.

Double Red = Extremely Dangerous Conditions, don't even think about going in.

Red =Dangerous Conditions.

Yellow = Caution: moderately dangerous conditions.

Green = Mild ocean conditions.

10) Look but Don't Touch. Many birds, turtles and marine life forms often wash asore. Do not get too close and do not touch! You may hurt the creature or it may hurt you. Seek help from the authorities, let them deal with the problem.

Monday at the Summit

PFD WORKSHOP - AT THE POOL

Numerous presenters as identified in article

The U.S.Coast Guard wants to increase the wearage of PFD's. A National PFD wear rate study, shows that the wearage rate over the last 5 years has not improved.

Capt. Evans, USCG, said Jan./Feb. 2003 data showed that 757 people perished in boating accidents and out of that 524 drowned. 442 were not wearing a PFD, and that 85% of those drowned could have survived had they worn a PFD. The JSI Exposure Study, taken at 140 locations in all-50 states counted people who were wearing their PFD. This study lasted 5 years and found that Personal Water Craft (PWC) and kayakers were at 1 and 2 regarding wearage rates. 90% of PWC operators and 80%+ kayakers were wearing their life jackets. In boats less than 21 feet, the wearage rate was less than 5% despite efforts to reach this population. We are looking for a strategy, because we do mandate that PWC riders wear a PFD, but that kayak and canoe operators do it voluntarily. The National Boating Safety Advisory Committee (BSAC) joined the discussion and urged that a workshop be held at the Miami Boat Show. As soon as mandatory wear of PFDs became news, many groups jumped in and the issue became immediately polarized. But, word got out, and mandatory regulation is but one strategy. At the Miami Boat Show, the PWC vendors had color-coordinated jackets displayed, but others were not as visible. Capt. Evans questioned when a kayak is sold why isn't a PFD included with the product? Other boats should come with more than the "keyhole" type of jacket, and become part of the gear that goes with a boat. Manufacturers could put their name/logo on the jackets to make them more attractive.

Barbara Byers, Canadian Safe Boating Council (CSBC), stated that the issue is an emotional one, and the role of government and other organizations must be clear. CSBC completed the Canadian PFD Wear Study, a comprehensive study complete with wear rates, statistics and reviews of previous studies. They hired Smart Risk, an independent group to look at the issue. Behavior changes, assessing risk were but some of the topics of their study. They included looking at creating legislation to mandate wear. They found that about 21% of all Canadian boaters wear their jackets. A key finding was that the absence of a PFD in 87% of the fatalities was the cause of death. They searched other studies and interviewed 30 U. S. State Boating Law Administrators (BLA). They also found that very few people have ever seen or had first hand knowledge about a drowning incident. They also likened having the jacket immediately available is like putting on a seat belt just prior to the crash. In Canada, cold water and hypothermia is a large factor, and most of their drowning occurred in water less than 68 degrees F. They studied seat belt, bike helmet and motorcycle helmet experiences. They found that a social marketing campaign mainly preaches to the converted, but is not strong enough to change behavior. Their conclusion was that mandatory regulation would be the most significant direction to take to increase PFD wear rates to combat the fatality rate. CSBC is seeking a strategy to find stakeholders to get a broader buy in. Public interest is gaining support.

Ashley Windsor, PCI Communications (a public relations firm), has a USCG contract to brand safe boating, and has embarked on such programs as the Waterway Watch program as well as the National Safe Boating Week campaign. They reach out to the media to convince boaters to wear their jackets. They must know their audience who thinks that just having a PFD is all right, and it's OK to require children to wear theirs. But hunters and fishermen think that wearing a PFD is uncool. In a general media campaign, one must create a story that's newsworthy. One "hook" is to have an upbeat story the media can report. Celebrity spokespersons, such as the Labonte family, Al Unser and John Amos are working.Great photo ops, survivor stories and thinking outside the box are most possible to work. Family members and relationships are affected by a tragedy. Interview law enforcement officers who have dealt with an incident or medical personnel who receive victims. Windsor stressed the "coolness" of the product, recommending consideration of the "tan" issue. Her advice: 1) know and target the audience with custom messages, 2) plan to use strategies to attract the media, 3) find new angles, use high tech gear, find market partners, 4) be persistent and 5) timing.

Ted Rankine, Dual Media, gave the media view. He is a member of the boating media, both print and television. It's a big job with limited resources. He reported that PFDs have come a long way. We need to show kids in PFDs in the media. In magazines, we need to have people testing boats and PWCs in PFDs. Always show it so that the PFD just becomes part of the gear. The media is looking for good stories, but the boating media has a very small audience. The National Marine Manufactures Association (NMMA) needs to look for and use photos with models in PFDs - it could start with the 2005 model year. People today think PFDs look stupid, (think of the pocket protector). Role model behavior is key! We need to educate those who create and finance the ads. PFD manufacturers should give samples to magazine and ad producers. Perhaps a PFD test kit could be send to boat testers. Magazines are more likely to support the campaign if they are given these items for testing. NASBLA and other organizations should target magazines and the regular media. Invite the media for a boat ride, making a PFD the boarding pass.

Bob Askew, Personal Flotation Device Manufacturers Association (PFDMA) said there is a stronger acceptance of PFD's. They are focusing on the product, making it more appealing and relevant to the public. He feels that the consumer may be confused as a result of boating's growth over the past few years. Manufacturers are constricted by

Monday at the Summit

restrictive and duplicate standards, citing the 10-year period for inflatable jacket approval.

Globalization and an international standard will result in more competition. He said that the Coast Guard PFD labeling and classification study is mostly done. Risk based compliance assessment study on the Type V category, which catches ideas such as a Type V moves to a Type I or II when inflated. They are participating in international standards forums, North Americans are going to Europe with the International Standards Organization (ISO) and have been since 1988. Engagement of users within a consensus, like the manufacturers and the Coast Guard are bringing stakeholders to the table. The PFD Standards Technical Panel (STP) has a working group that has lots of information but its direction is not as clear. STP is recommending that USCG, Underwriters Laboratory (UL), Boat/US (representing users), enforcement along with retail outlets are looking for goals and recommendations. Incorporate a risk-based assessment as a viable alternative.

Paul Donheffner, BLA Oregon, presented the PFD wear and Law Enforcement (LE) Perspective. Enforcement and education have been a success over the years. Boating Under the Influence (BUI) and PWC rules have made PFD wearage rates high because it's mandatory. However, we have hit the barrier at 750 deaths per year in boating due to drowning and capsizing. The campaign has not done much. Children wearing PFD's because of state laws is good from a LE perspective. Carrying PFD is pretty good and many agencies have a loaner program. NASBLA wants to study this: is it time for mandatory wear? Probably not. Most states have mandatory education, but this took years. PFD wear will be a long-range issue as well. He applauded the Canadian's study of re-examining boater attitudes and the question of voluntary or mandatory. The US needs to build a similar consensus. Donheffner knows the application process as he sits on the STP. Classifications and labels must improve to help customer make choices. LE is concerned that changing classifications will have a great effect on state laws and may contradict the past and current education efforts, creating turmoil.

Randy Smith, National Safe Boating Campaign Coordinator, said that the Campaign focuses on the core issue: PFD wear. The Campaign is a grassroots effort branding the message with logos and a simple concise statement – Boat Safe, Boat Smart, Wear It. PCI takes this to the national media, having suggested tactics on approaching the media. NSBC has tried to make it one stop shopping via their web site where one can register their event, download logos, articles, news releases, etc.

Chris Edmonson, Boat/US Sportsmen, stated that sportsmen are not very receptive to the traditional safety information media. He urges use of BASS and Ducks Unlimited to spread the message to this population. He belives that the personal experiences by sportsmen will have the most influence on this audience. He reported the complaint many PFDs are not large enough for many participating in hunting activities. Stearns has been good creating and marketing jackets for sportsmen. Currently there is opposition to mandatory wear, but that appears to be softening.

Bernice McArdle, PFDMA, said they are shooting a PFD Wear video that aims to persuade folks that PFDs are not all big and bulky. It will show a visual images of people having fun in their PFD. The video starts with a description of PFD types and has some boating shots with the jackets in use. It's designed to help educators, and will contain some public service announcements towards the end.

Members of the audience were offered opportunities to comment on these two questions. 1)What do you think can be done to increase wear and reduce drowning? 2) Are there successful models for PFD wear voluntarily?

One respondent noted that every USCGA vessel the crew wears PFDs. Leading by example is vital.

U.S.Sail – When in Hawaii, sailing instructors had to be convinced to wear shoes and PFDs. The instructors put logo patches on the PFDs and now kids wear the PFDs and they are teaching their parents. Start with the kids.

CGAux – During Vessel Safety Check (VSC) we mostly have families and the wives are most responsive. We need to at targeting the whole family.

American Red Cross – Gear the PFD to the whole family, in, on and around the water. The problem isn't just boats, it's on the pier and around pools.

Lower Colorado River Authority – Enlist water champions in various sports. Fishermen are aware, but get PFD and tackle manufacturers to match equipment.

Ontario Provincial Police – There is a lot of confusion about types of PFDs, make the PFDs match the activity and make the technical information invisible. The term Life Jacket is the best branding.

CGAux – Teach kids in school with Coastie (a mechanized robotic boat).

Game & Fish Department – The law says that kids must wear their jackets because they are valuable to the parents. Are not parents as valuable to the kids?

Minnesota Department of Natural Resources – The target area, 30-55 year old males have to be socially acceptable to their buddies. This is a tough row to hoe. Fishing heroes must wear PFD's on their TV shows.

CGAux – Regarding the media, how many register a complait when an ad is seen without PFDs? Get the pros to wear a PFD in ads. Life jacket says it all! Suggests we market PFDs as Fathers Day gifts.

Virginia Education Specialist – If someone is carrying many passengers, he is required to supply all the PFDs. Why not require everyone to have his or her own?

Capt. Evans – Would a huge call in to the media do anything?

Response by Ted Rankine – A large number of call-ins would be effective, but the media only controls what the

Monday at the Summit

editorial content is, not the advertisements. He suggests putting logos on the PFDs, everyone likes logos.

Florida Sea Grant – Commercial fishermen and Native Americans are cited for a lack of wearing PFD's. He/she cited the example of marketing a SUV, by showing it conquering a mountain. We should target commercial fishermen and that would spread to the recreational types.

Army Corps of Engineers – While on patrol they hand out lots of stuff for kids, cool stuff. Why not develop cool stuff to hand out to adults, like a whistle, gift coupon, etc.? Someone mentioned cash. Fred Messmann, BLA-Nevada hands out envelopes and two of them will contain $1000 in cash.

Someone said why not publish the faces of the 750 people who lost their lives in a boating accident. The horror and privacy of some of that were comments.

U. S. Power Squadron – Suggested that a policy to support mandatory PFD wear has been adopted by USPS. Also suggested was the idea we seek permission to adopt the term "lifesaver" from the candy company.

CGAux – She compares PFD to a cheap life insurance policy. Suggested that the policy only be paid when the victim drowned if wearing a PFD.

Fox 40 – Insurance business is a risk management business. Suggested that reducing a policy's payout if someone drowns without a PFD. He believes that logos are the way.

Capt. Evans – he gets a national report every day of boating accidents/deaths. He has compiled those that involved use/non-use of a PFD. Would this be helpful if posted on the CG's web site? He will check to see if this is feasible.

Ted Rankine – Said, "Who wants to be a Millionaire?" A campaign with prizes, no purchase necessary, win a million by wearing a PFD. He claims this would be a huge draw for the media and create great publicity.

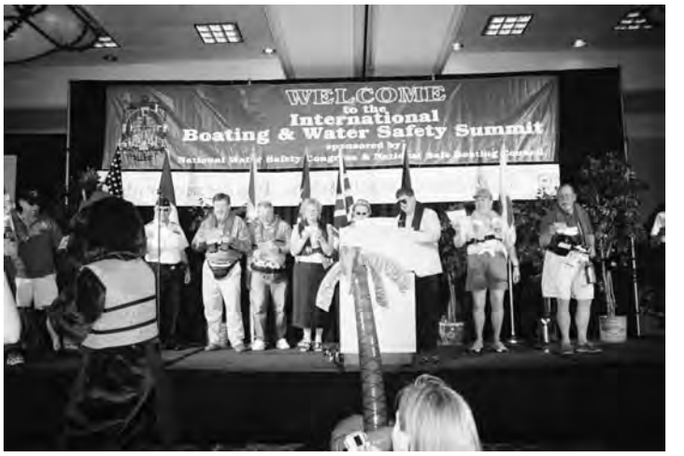
Paddlesport Safety Meeting

Corps of Engineers Meeting

Federal Energy Regulatory Commission (FERC) Hydropower Meeting

International Delegate Reception

Paddlesport Leadership Forum Reception



Tuesday at the Summit

Tuesday, 20-April
Continental Breakfast with Exhibitors
Exhibit Area Open

CONCURRENT BREAKOUT TRACKS

8:00 a.m. - 8:50 a.m.

INFLUENCING ADULT ATTITUDES AND BEHAVIOR: ONE WATER SAFETY INITIATIVE
Maria Dastur, National SAFE KIDS Campaign

Drowning is the second leading cause of unintentional injury death among children ages 1 – 14. In 2001 there were 859 drowning deaths and nearly 2,700 children ages 14 and under treated in the hospital for un-intentional drowning-related incidents. Factors to consider include: gender, age, race, geography, location, supervision, swimming ability and underlying medical conditions.

What are some ways to prevent this? Supervision, barriers to entry and education.

What are some ways to intervene? Target audience needs to be parents, children and others. What are the types? Workshops, educational materials and public service announcements.

Children's Hospital of Orange County developed "Three Tragic Seconds (TTS). Does it work?

Safe Kids developed an evaluation site. The Safe Kids in Dade County, FL and Maricopa County, AZ participated. Knowledge, attitudes and behavior of parents were measured through a pre, post and follow up survey.

There was also a Train-the-Trainer Model developed. The Safe Kids personnel worked with the evaluation site coordinators from both counties as well as the TTS Workshop Instructors and they targeted community members. Data was collected at the workshops that were conducted at each test site. Each test site was tasked with collecting 200 complete sets of questionnaires.

The Pre-Test findings included:

What participants knew: Multiple barriers are necessary, drowning is silent, active supervision practices are required, CPR training is a must, and 2 inches of water is all it takes.

What the participants did not know: 40% believed that air-filled toys keep children safe in the water, 50% believed swimming lessons are designed to prevent kids under 5 from drowning, 5% have their child under 5 wear a lifejacket when around water most of the time.

Post-test findings included:

An additional 24% of participants now believe their children are at risk from drowning, an additional 23% felt that the barriers around their pool are not adequate, an additional 21% learned that swimming lessons are not designed to prevent kids under 5 from drowning.

Bottom line of findings: The majority answered all knowledge questions correctly and may plan to change behavior in the future.

The follow up findings included: Sample size is small, follow-up group is very selected, CPR training should be in creased, there was a change in reported supervision practices and the pool owners reported improving or adding barriers to entry.

The conclusions: Recruitment is the Key. Who is your target audience? How do you reach them? Will they understand your messages?

STATE BOATING LAW ADMINISTRATORS CONNECT WITH THE BOATING EDUCATORS
Anthony Lorenc, Boating Department, USCG Aux.

Why Is This Important? The US Coast Guard Auxiliary, Departments of Education and Boating announce the availability of a superb resource that is enabled by today's Web-based capabilities.

Background: At the 2002 NASBLA (National Association of State Boating Law Administrators) Conference, it was suggested that some of our public education presentations were not entirely consistent with current state laws. A discussion ensued relative to how our instructors got this information and it was obvious that there was a problem with information flow.

Problem: Find a better way to mass-distribute regulatory and statutory changes to anyone in the Auxiliary, United States Power Squadrons (USPS) and for that mater, anyone who registers on the USCG Aux., Education Department server, with an interest in a specific state or multiple states.

Solution: The "fix" to the problem, once it was identified, was to create two tools to remedy the distribution of information. Tool one, is the Boating Law Administrator (BLA) server. Tool two, is the registration of the recipients of the BLA information. Both tools are simple and easy to use, in the case of the BLA's, all that needs to be done is typing in the message and hitting return, as described in this article.

CONTACT: Any comments/improvement suggestions referring to this document should be submitted to: Tony Lorenc – email ID: alorenc@att.com.Registration questions to: Allen Johnson at email ID: ajohnson@cgauxed.org, Boating Law Administrator (BLA) LIST SERVER Posting Procedures

Distributing the information: The E Department has created 52 list servers utilizing state names, i.e., Florida = florida@cgauxed.org, and so forth. Any time you as a BLA or your designated representative want to notify the Auxiliary of any statutory/regulatory changes, just type in the address, created for your state and hit "SEND". Along with

the text, you may attach a PDF or other documents, even illustrations. Instantly, everyone who has entered their personal data and has been added to the state-specific list will get the information including, all registered USCG Auxiliary personnel, USCG Recreational Boating (RBS) Specialists, registered USPS members and any other individuals who have an interest in your state's regulatory and Boating Safety program and may need this information. You may use this as often as you see fit. You are not required to do anything else! Our Server and Web Administrator, Allen Johnson, used the BLA mail ID's as shown currently on the NASBLA web site. If that is not correct then please give him correct ID at: ajohnson@cgauxed.org. Please feel free to check out the USCG Aux site at: http://www.cgaux.org. As you maneuver through the web site, explore the variety of offerings that are available from USCG Aux.

We recognize that the most critical first step requires the proactive involvement of all Auxiliary members and the USCG RBS's. They must let the entire membership know about this and also share the availability of this resource with others in the Boating Safety community who need this information. This includes and is not limited to, USPS and Boating Safety Organizations, both non-profit and for profit.

We ask you, the Boating Law Administrator, to spread the word as well, in your daily contacts with the boating professionals, including Marinas and manufacturers as well as Boating Safety Instructors, to let them know to sign up for this. This will allow you to reach greater audience with just one message and without any additional impact on your budget. Please see the Frequently Asked Questions (FAQ's) for additional details about this program.

Recipient Registration Process

Registration is very simple and all that the prospective recipient of the BLA distribution needs to do is go on line and type in the URL: http://www.cgaux.org from there click on: **MEMBERS DECK** and then again on **DEPARTMENTS**. Once you have the listing of Departments, click on E. **EDUCATION** and you're almost there. At this point you'll see a button for State Database Sign Up, click on it and here is where you will do your registration for your state(s), by clicking on **"Go To Form".** The above process is recommended, as it will pass you through the wealth of the information offered by USCG Auxiliary. But, if you are already familiar with the Auxiliary and want to go directly to the registration page, enter the following URL in your Web browser: http://www.cgauxed.org/national/Library/F/formhtml/BLApage.html and click on **"Go To Form**

At this point you will fill out the an online form. Please fill-in-the-blanks, you'll be asked for name, address, E-mail address, etc. and will be able to select those states about which you want to receive statutory/regulatory updates. Once you enter your personal data and confirm the submission of same, you will become one of the members of the state specific lists.

It is important for us to continuously stress the usefulness of this initiative and get as many individuals involved as possible, this will make for more informed boating public, less miscommunications regarding the specific states boating regulations and allow the BLA's to reach greater number of boating public.

Take every opportunity to let all instructors, Vessel (VSC) Examiners, USPS members and other boating individuals involved in public boating safety propagation know about this service and encourage them to participate.

Make as many handouts, of the last page of this document, as you can and give them out. There should not be any excuse for any individual who interacts with the boating public to be ignorant of their state's boating laws.

Frequently Asked Questions (FAQ's)

1- Question: How do I let the Auxiliary know who will be posting the information for my state? Answer: The administrator will use the BLA email ID from the NASBLA web site. He will also accept changes from the BLA's, Anthony Lorenc - Division Chief – State Liaison Office (DVC-SLO), Department of Boating, and Robin Freeman - Division Chief – Special Projects (DVC-ES), Department of Education.

2 - Question: How do I update the posting person if I'm no longer the BLA for my state? Answer: Just follow the above procedure

3 - Question: Will there be password protection so someone can't go in and enter/distribute data that is invalid? Answer: The administrator of the database, Allen Johnson, Deputy Department Chief – Education – (DC-Ed), will only add a BLA's email to the "post" side of the list as it's shown on the NASBLA web site, or if he gets it from DVC-SLO, DVC-ES, or the BLA. The list will only recognize that unique email.

4 – How long does it take for the changes to take effect? Answer: Changes are effective, as soon as you hit the submit button.

5 – Question: Can anyone submit changes if they use my email ID? Answer: No, the posting server will only recognize an email ID associated with a BLA that is coupled with a particular server belonging to that BLA.

6 – Question: Can recipients of my message respond back to me? Answer: No, this is one-way distribution from the BLA to the public only. If the recipient has questions they are requested to forward their question, concerns, issues, etc., to your U.S. Coast Guard Auxiliary State Liaison Officer who will serve as the "messenger" between you and such queries.

7 - Question: Can I publish the information in this document in my states boating newsletter/web site, so other interested parties can register as well? Answer: Yes

8 – Question: How will the BLA check the content of the message they sent? Answer: To check the message they've sent, the administrator will automatically add the

BLA as a recipient to the list server, so they'll get cc'd, thus not having to register.

DEPARTMENT OF HOMELAND SECURITY /USCGA

Announces a web-based resource to help you stay current with the state laws as you teach your boating safety course, perform a VSC or talk boating safety with the boating public. All you need to do is log on: http://www.cgauxed.org/national/Library/F/formhtml/BLApage.html

At this point you will fill out the an online form. Please fill-in-the-blanks, you'll be asked for name, address, E-mail address, etc. and will be able to select those states about which you want to receive statutory/regulatory updates. Once you enter your personal data and confirm the submission of same, you will become one of the members of the state specific lists.

Whenever your State Boating Law Administrator has any updates relating to boating safety law or regulatory changes, you'll be automatically notified by him/her via your email.

SAFETY SIGNAGE

Mike Phillips, Southern Company

This session looked at Best Management Practices for safety signage for campgrounds and for water intakes located on Georgia Power reservoirs in order to appropriately communicate with visitors. Georgia Power is one of 5 electric utilities that make up the Southern Company. Georgia Power serves approximately 2,000,000 customers. Georgia Power operates 19 hydroelectric generating plants which make up about 7% of Georgia Power's total generating capacity. They are the largest non-government provider of recreation facilities in the state. In conjunction with its hydro-power generation licenses issued by the FERC, Georgia Power owns and operates six full service campgrounds adjacent to its reservoirs. They permits 23 water withdrawal intakes on its reservoirs. These permits provide for the withdrawal of up to 217 million gallons of water per day.

CRITICAL JUDGEMENT REVISITED

Gordon Black and Pamela Dillon
American Canoe Association

Canoeing and kayaking continue to be among the fastest growing recreational activities in the United States. Kayaking is growing faster than any other outdoor activity on land or water. As a result of their popularity, canoeing and kayaking represent an ever-larger proportion of boating activity on the nation's waterways. This growth trend resulted in a regrettable number of canoeing- and kayaking-related fatalities which were explored in the report Critical Judgment II: Understanding and Preventing Canoe and Kayak Fatalities.

Concerned with the fatality numbers attributed to canoeing and kayaking, ACA reviews canoeing and kayaking fatalities reported to the United States Coast Guard (USCG). Accident descriptions suggest that a large portion of canoeing and kayaking fatalities involve people who have little or no experience with canoes or kayaks, who lack fundamental paddling skills, and who have not been effectively reached with safety messages. Many of those who die while using a canoe or a kayak probably do not even consider themself a "canoeist" or a "kayaker" and therefore do not seek out paddling-specific safety information. This is in contract to most canoeing and kayaking enthusiasts who regularly wear personal flotation devices (PFDs), travel with other experienced paddlers, dress properly for conditions, and have taken courses in paddling technique, safety and rescue.

The narrative descriptions of fatal canoeing and kayaking accidents reviewed by the ACA indicate that many of the victims exhibited little or no paddling skills and failed to practice even the most basic safety precautions. This raises a concern that many people who operate a canoe or kayak do not take the craft seriously or perceive the associated safety risks. It appears that the simplicity of design that characterizes a canoe or kayak is often misinterpreted as operationally simple or inherently safe.

From calendar year 1996 through 2002, 574 fatalities associated with canoes and kayaks were reported to the U.S. Coast Guard. For 16 of the reported fatalities, the exact type of boat paddled was not reported. Among the 558 paddling fatalities for which type of vessel is known, 72% were associated with canoes,. The remainder 28% was associated with kayaks.

The USCG data provide information on the type and cause of boating accidents. Among canoes and kayaks, the majority of fatalities, 76%, were classified as "capsizes" by the USCG. Other possible classifications were "fell overboard," collision with fixed or floating object, swamped boat, and "other." Interestingly, capsize fatalities appear to be as likely to be found on calm water as on choppy, rough or very rough water.

Alcohol use was another significant contributing factor in canoeing fatalities, listed as a causal factor in 25% of canoeing deaths. Among kayakers, only 9% of fatalities involved alcohol use. This difference in proportions is statistically significant. Passenger involvement played a role in 16% of canoe fatalities but only 3% in kayak fatalities.

Occupant movement and weight shift within a canoe plays a major role in the majority of all canoeing fatalities. The BARD data indicate that many of these fatalities occurred in calm water and weather conditions.

Typical behaviors that result in such capsizes include: occupants switching positions, an occupant leaning over the side of the canoe to retrieve something from the water,

horseplay, casting a fishing rod, and occupants standing up in the canoe.

Capsizes due to occupant movement / weight shift were prevalent both in accidents where alcohol was involved and in accidents not involving alcohol. The narrative accident descriptions suggest that these capsizes are most often associated with inexperienced occupants and with the use of a canoe for activities such as fishing.

PFD non-use is the single most prevalent risk factor among canoe fatalities. While the reasons paddlecraft occupants end up swimming in the water are varied – including causes such as wind, wave action, occupant movement, swift current, and overloading the vessel – the vast majority of those who do not survive such mishaps are not wearing a PFD.

In canoeing and kayaking fatalities, three quarters were not wearing a personal flotation device (PFD). Among fatalities who had been paddling canoes at the time of death, 85% were not wearing a PFD. The odds that individuals who were paddling kayaks when they died were wearing a properly worn PFD was over six times that of their counterparts in canoes. However, nearly half of the fatalities among kayaks were also not wearing PFDs.

Other risk factors for canoe and kayak fatalities such as alcohol impairment, rough or choppy water, strong currents, cold water, and inexperienced paddlers may have a direct influence on a person's likelihood of wearing a PFD.

Only research that collects data on both nonfatal and fatal boating can ever answer the PFD question with certainty. However, based on the USCG data, it appears that individuals who died boating and who were wearing PFDs tended to be more experienced, were more likely to be paddling on rougher water and were more likely paddling a kayak. Those who were not wearing PFDs at time of death appear to have been less experienced, were more likely to have consumed alcohol, and were more likely to have been paddling a canoe.

For a copy of Critical Judgment II, contact the American Canoe Association.

A look at the newly included 2001 and 2002 paddlesport data in the ACA's Critical Judgment: Understanding and Preventing Canoe and Kayak Fatalities report. This session will note new trends, potential hotspots and will update safety observations and recommendations based on data analysis covering 1995 through 2002.

PORTABLE MARINE VIDEO SYSTEM

Mike England, Georgia Natural Resource Law Enforcement

Captain England has been working with the Georgia Department of Natural Resources, Law Enforcement Section for thirteen years. Over the years he has patrolled several different lakes in North Georgia and was the Boating Safety Officer of the Year in 2000. He currently works in the Headquarters Office and administers the HIN program, TIP's, WVC, new technology involving covert cameras and video surveillance.

Since Georgia DNR Law Enforcement Section has 239 Rangers to enforce Boating Safety laws on 500,000 acres of impounded waters, 16,000 miles of rivers and streams, plus 100 miles of Atlantic coastline, a tool such as displayed should prove benifitial.

A menacing and ever increasing responsibility involves the detection, removal and prosecution of impaired vessel operators from the state's waterways. Let technology help with the job.

This presentation provided information about the new designed video camera systems used in vessels to document BUI field sobriety exercises, operator's behavior, and officer safety. We looked at the benefits for the department and how video helps with court convictions. We discussed the ability to transfer this system quickly between vessel and vehicle, to give maximum benefits to the officer on or off the water all year long.

Break

Breakout Session continued
9:00 a.m. - 9:50 a.m.

NATIONAL WATER SAFETY PRODUCT DELIVERY TEAM

The HQUSACE Water Safety Products Advisory Committee (WSPAC) is comprised of a water safety representative from each division at all levels within the Corps of Engineers. The chairperson and program manager of the HQUSACE Water Safety National Operations Center (NOC), located in Walla Walla District (see entire list of committee below).

Committee members are appointed for three-years. Members serve as the point of contact between the field offices in each division and the WSPAC. During scheduled meetings, each representative reports on their respective division. Statistics, product ideas, success stories, and other pertinent data are shared. Brainstorming sessions are held, future product ideas are selected, and members are assigned to subcommittees. Subcommittees work together throughout the year to make the water safety product line a reality. The WSPAC web site, located at http://watersafety.usace.army.mil, lists available products, highlights success stories, and provides answers to questions presented from the field.

Two committee meetings are held annually. A weeklong WSPAC meeting is generally held at the discretion of the program manager. The second meeting is held in

conjunction with the International Boating and Water Safety Summit (IBWSS). At the IBWSS Meeting the NWSPAC committee hosts the Corps breakout session showcasing the latest water safety products. Each district or project is responsible for funding the IBWSS trip. The weeklong meeting is funded by the NOC with location sites rotating throughout the divisions.

Water Safety Products Advisory Committee

PURPOSE: The Corps National Water Safety Products Advisory Committee shall provide support for the HQUSACE Water Safety Products Program. The intent of the USACE Water Safety Program is to identify life-threatening concerns associated with water-based recreation and increase public awareness of safe practices through educational media. The Water Safety Program also serves to improve the Corps image, promote goodwill and further basic understanding of the agency and national safety concerns.

BACKGROUND: The Corps centralized water safety products program has been supported on a nationwide basis since 1986. Intended to provide a unified approach to safety promotion at Corps lakes and waterways, the centralized program benefits the Corps by providing effective, professionally produced educational products at significantly reduced costs. The program's success is evidenced by a steady decline in reported water-related fatalities and accidents at Corps-managed areas. In 1994, the HQUSACE National Water Safety Products Advisory Committee was formed to provide field-level input into product development and to serve as a source of grassroots-level information for the program managers.

GOALS AND OBJECTIVES of the HQUSACE NWSPAC

Objectives:

1) SERVE AS AN ADVISORY GROUP FOR THE CORPS NATION-WIDE WATER SAFETY PROGRAM

Goal: The water safety products committee shall perform as an advisory group for the Corps water safety program. The group shall be tasked with focusing on the overall needs of the water safety program and provide input to the water safety program manager.

2) PROVIDE REGIONAL REPRESENTATION FOR CONTRIBUTION TO THE CORPS NATIONAL WATER SAFETY PROGRAM.

Goal: Each member will be responsible for studying their regional water-related activities and accident statistics and make recommendations reflecting the water safety promotional needs of their region. The committee members will serve as a central contact within respective Divisions for field elements

3)PROVIDE FEEDBACK TO WATER SAFETY PRODUCTS PROGRAM MANAGER WITHIN REALISTIC TIMEFRAMES TO ENABLE TIMELY PRODUCTION/ DISTRIBUTION OF WATER SAFETY ITEMS.

Goal: Work with the HQUSACE National Operation Center (NOC) for Water Safety to assure that product recommendations and theme proposals are presented in a timely manner

4)SERVE AS A CENTRAL RESOURCE FOR WATER SAFETY PROGRAM IDEAS, EXHIBITS, ETC.

Goal: Committee shall develop a water safety program resource manual, for use by field rangers in school, campground, and similar educational outreach programs.

5)COORDINATE ALL ACTIVITIES AND PRODUCTS THROUGH THE APPROPRIATE CHANNELS OF REVIEW, AS DETERMINED BY THE PROGRAM MANAGERS.

Goal: Committee members shall report decisions and recommendations through proper offices and/or committees as determined by the NOC manager.

6)The committee shall solicit program and product ideas from field elements, as well as provide assistance on localized water safety program efforts.

7) The committee shall consider and pursue partnering opportunity with agencies involved in water safety educational efforts.

SELECTION AND TERM OF SERVICE: Members shall be selected through a nomination process conducted by appropriate Division offices. Consideration for Division representative shall be limited to Natural Resources employees at project and district levels. Appropriate HQ level offices will select public affairs and safety office representatives. Division representation terms will be limited to 3 years, unless otherwise approved by the representative's supervisors and including district and division Natural Resources offices.

Water Safety Products Advisory Committee

Lynda Nutt, Water Safety Products Program Mgr.
Phone:509-527-7135

David Treadway, Public Affairs Rep., USACE/Nashville District
Phone: 615-736-7163

Rachel Garren, Water Safety Prg. Policy Adv., St. Louis
Phone: 314-331-8624

Pam Doty, Seamoor Program Coordinator, USACE, St. Louis District
Phone: 217-774-3951

Division Representatives

Harry L. (Pete) O'Connell, Great Lakes & Ohio River
Phone: 724-962-7746

Ernest Lentz, Mississippi Valley
Phone: 662-562-6261

Marcia Thomas, Northwestern
Phone: 641-647-2464

Timothy Russell, North Atlantic
Phone: 860-923-2982

Laura Beauregard, Northwestern
Phone: 509-686-2225

Michael Hurley, South Atlantic
Phone:706-645-2937

Phil Martinez, South Pacific
Phone: 505-685-4371

Alan Bland, Southwestern
Phone: 479-636-1210. ext 313

Tuesday at the Summit

Partnering Strategic Plan

The U.S. Army Corps of Engineers is the nation's leading provider of water-based recreation. An estimated 400 million individuals visit one of our 456-resource development projects at least once each year. The Corps has the second largest visitation among all Federal agencies in terms of visitor hours.

The majority of our visitors engage in aquatic recreational pursuits such as swimming, boating, and fishing. As our nation's population increases, our visitation numbers will naturally increase. Unfortunately, accidents happen and some accidents result in the death of a visitor. Drowning is the nation's second leading cause of accidental death.

Through the Corps' Interpretive Services Outreach Program, our park rangers work to educate the public on boating and water safety. With Congress struggling to balance the Federal budget, we strive to educate the public in the most efficient and effective manner. Forming partnerships with the public and business community to assist us in our boating and water safety educational activities is a way we can enhance our efforts. This marketing plan was developed to assist us in forming partnerships to accomplish our national boating and water safety-partnering mission.

BOATING AND WATER SAFETY PARTNERING MISSION:

To form partnerships to increase public awareness of boating and water safety and to reduce the number of water-related accidents and fatalities at Corps projects.

DEMOGRAPHICS OF AQUATIC FACILITIES:

To enhance the effectiveness of our safety public awareness campaign, it is best to identify what information is available on the demographics of aquatics facilities. This allows us to identify target markets where we should focus our boating and water safety educational efforts.

WHO: Nationwide the majority of aquatic fatalities involve 18-35 year olds; within the Corps 27 percent are within the ages of 11-20. Corps-wide 87 percent are males. Nationally, it is estimated that men are 4 times more likely to drown than women. Nationwide it is estimated that 2/3 of drowning victims are poor or non-swimmers. National figures estimate that blacks are twice as likely to die of drowning as whites.

WHAT: Nationwide 1/7 of all drownings are boating related. There is a growing concern for accidents related to the use of personal watercraft.

WHEN: Corps-wide, 58 percent occur during June, July and August

WHERE: Most drownings are within 10 feet of safety or 50 feet from shore. Nationwide, 60 percent of all drownings are at rural lakes, ponds, and gravel pits. The average boating accident involves a craft of less than 16 feet, not moving, no motor, or less than 10 HP.

HOW: An estimated 60 percent of all drownings are witnessed. Most drownings tend to involve fully clothed, panicked, poor or non-swimmers, or good swimmers who have compromised their swimming skills through injury or alcohol/drug

WHY: Impaired: Nationally, it is estimated that 50 percent of drowning victims have been drinking and 1/3 may be legally intoxicated. Corps-wide, only 21 percent of drownings are known to be directly related to alcohol or drugs.

Life Jackets: Nationwide it is estimated that 85 percent of boating accident victims could live if wearing a life jacket.

GOALS:

1) To increase public awareness of boating and water safety through educational materials and products.
2) To increase effectiveness and minimize government costs for public awareness initiatives through partnering.
3) To expand the distribution network of boating and water safety educational materials and products.

CORPS STRATEGY:

The Corps has established a Water Safety Products Advisory Committee with representatives from each of the 8 divisions. This committee is responsible for water safety product development and distribution. Each division representative will be responsible for making sure key personnel in their division are provided this marketing plan. These key individuals will then be able to provide this information to potential partners who will hopefully assist the Corps on the national level in accomplishing our mission. Key workers must keep division representatives apprised of their partnering initiatives in order for this committee to avoid duplication of efforts.

Partnering strategic plan

A list of potential and existing partners that may be interested in assisting us in accomplishing our mission on the national level has been developed

Partnerships should concentrate on producing products or materials with boating or water safety messages while allowing the non-Corps partner the opportunity to showcase their product or organization. Subsequent to the development of products and/or materials, distribution may be coordinated through the Corps Water Safety Product Catalog.

EVALUATION:

1) Increase the number and value of boating safety partnerships.
2) Decrease the number of accidents and fatalities.
3) Increase the distribution of educational boating and water safety materials and products.

Marketing Plan

The U.S. Army Corps of Engineers is the nation's leading provider of water-based recreation. Each year an

estimated 400 billion individuals visit one of our 456 resource development projects. The Corps has the largest amount of visitation among all Federal agencies in terms of visitor hours.

The majority of our visitors engage in aquatic recreational pursuits such as swimming, boating, and fishing. As our nation's population increases, our visitation numbers will naturally increase. Unfortunately, accidents happen. Some accidents result in the death of a visitor. Drowning is the nation's second leading cause of accidental death.

MISSION STATEMENT

Our mission is to increase public awareness of boating and water safety through educational materials and products.

AUDIENCE ANALYSIS

Define target audiences (i.e.: K-8 school children, fishermen ages 25-35). Analyze nationwide boating/ drowning statistics to identify target audiences (i.e., Coast Guard Boating Statistics, phone 202-267-0955; Red Cross National Boating Survey, phone 1-800-969-8890; National Center for Injury Prevention and Control, phone 404-488-4652).

GOALS

1) To increase effectiveness and minimize government cost for public awareness initiatives through partnering.
2) To expand the distribution network of boating and water safety educational materials and products.

CUSTOMER BASED PERFORMANCE OBJECTIVES

1) Increase the number and value of boating safety partnerships.

Marketing Plan (continued)

2) Decrease the number of accidents and fatalities.
3) Increase the distribution of educational boating and water safety materials and products.

5-YEAR ACTION PLAN

1) Define products that the Corps would be interested in sponsoring through full funding or partnership funding. Through nominal group process, list all potential products and use group process (point system rating) to prioritize.
2) Define products that have priority for sponsorship by the National Committee (top items contained on the above list). Part of the process should involve matching products with target audiences listed above.
3) Produce catalog NLT February 1999 that contains products listed in paragraph above. All products should be produced with target audiences listed above.
4) Develop a marketing plan to identify and recruit partners for water safety product development and distribution.
5) Facilitate partnerships within the Corps to decrease duplication of effort among districts. Use Internet to coordinate product development and distribution of those products produced at the district level. Use HQUSACE and district web sites to coordinate district-sponsored product development through the use of MIPR's. Discourage water safety product development with district/ field ID unless tied to a local non-Corps sponsor.

Committee Formation and Assignments

Initially committees will focus on audience analysis and marketing plan. After marketing plan is developed, committee emphasis will shift to product development. Subcommittees should be assigned to product design development and recruit sponsors for each catalog item.

STRATEGY: Coordinate the key water safety constituencies at the national level (Red Cross, NRPA, U.S. Coast Guard, Boating Associations, and manufacturers) that might be interested in sponsoring catalog products. A list of final partnering organizations would be provided to districts to prevent numerous Corps recruitment contacts.

Develop a database of potential and existing partners with contact names, addresses, and phone numbers. The database will contain a brief description to the organization's mission and primary interest. The database will focus on national organizations and provide regional contacts if possible. The database would be furnished to districts to recruit partners for district-sponsored products.

Districts may be surveyed to assist with providing names and addresses.

Furnish the list of water safety products developed by the committee to districts. These products can be matched with organizations listed in the database to recruit sponsors.

Develop sample letter that can be used as a template for recruiting sponsors.

Develop challenge cost-share agreements for the products sponsored by the National Committee (HQUSACE catalog) and furnish copies to the districts. The districts can use these samples as a model to facilitate rapid approval with a minimum of legal review.

Division committee representatives will be responsible for coordinating district-partnering initiatives. Key workers must keep division representatives apprised of their efforts in order for the National Committee to operate effectively and avoid duplication of effort.

Partnerships should concentrate on producing products with a water safety message while allowing the partner to showcase their product or organization.

Tuesday at the Summit

RESCUE 21 BREAKOUT

Scott Mason, Samuel Edwards and Paul Rowe,
U.S. Coast Guard, Rescue 21 Project

VHF RADIO VS. CELLULAR TELEPHONES

The Coast Guard does not advocate cellular phones as a substitute for the regular maritime radio distress and safety systems recognized by the Federal Communications Commission and the International Radio Regulations — particularly VHF maritime radio. However, cellular phones can have a place on board as an added measure of safety.

CELLULAR PHONE LIMITATIONS IN AN EMERGENCY

• Cellular phones generally cannot provide ship to ship safety communications or communications with rescue vessels. If you make a distress call on a cellular phone, only the one party you call will be able to hear you.

• Most cellular phones are designed for a land-based service. Their coverage offshore is limited, and may change without notice. Most everyone has experienced communications out to about 25 miles at times. Yet at other times could not get through to a land based phone inside of 10 miles from shore. This might well create a communications problem in the event of an emergency at sea.

• Locating a cellular caller is hard to do. If you don't know precisely where you are, the Coast Guard will have difficulty finding your location on the water.

Note: In some areas, however, cellular providers have established a special code (*CG) which, if you are in range, will connect you directly to a Coast Guard Operations Center. This service may only work with the carrier to which you have subscribed.

CELLULAR/VHF MARINE RADIO COMPARISON

Cellular phones do provide the convenience of simple, easy-to-use, inexpensive, private and generally reliable telephone service to home, office, automobile or other locations. Placing a shore-to-ship call to someone with a cellular telephone is especially convenient. However, you cannot use your cellular phone outside the United States, and you may need a special agreement with your carrier to use it outside that carrier's local service area.

VHF marine radios were designed with safety in mind. If you are in distress, calls can be received not only by the Coast Guard but by ships which may be in position to give immediate assistance. A VHF marine radio also helps ensure that storm warnings and other urgent marine information broadcasts are received. The Coast Guard announces these broadcasts on VHF channel 16. Timely receipt of such information may save your life. Additionally, your VHF marine radio can be used anywhere in the United States or around the world.

On VHF radios, however, conversations are not private and individual boats cannot be assigned a personal phone number. If you are expecting a call, channel 16 or the marine operator's working channel must be continually monitored.

SHOULD YOU RELY ON A CELLULAR PHONE EXCLUSIVELY?

Actually there is no comparison between cellular phones and VHF marine radio. They normally provide different services. The cellular phone is best used for what it is, an on-board telephone — a link with shore based telephones. A VHF marine radio is intended for communication with other ships or marine installations — and a powerful ally in time of emergency. If you have a portable or hand-held cellular telephone, by all means take it aboard. If you are boating very far off shore, a cellular phone is no substitute for a VHF radio. But, if you are within cellular range, it may provide an additional means of communication.

- Courtesy of the Coast Guard Consumer Affairs and Analysis Branch (as cited on www.boatsafe.com)

Acknowledgement of DSC calls by US Coast Guard:

The Coast Guard has historically responded to Maritime Distress Calls, and with the installation of the Rescue 21 system, shall begin to acknowledge and respond to VHF-FM DSC distress alerts. Once a message has been acknowledged the following information shall be available in the DSC data string.

- Maritime Mobile Service Identity (MMSI) number
- Nature of Distress
- Latitude and Longitude (Location will be provided if the radio is connected to GPS, or LORAN receiver)
- Time alert transmitted

See Note 2

Note 1: Letters A-C signifies the type of call (distress, all ships, selective call to a group of ships or individual station). Examples:

112 – distress call
116 – all ships
114 – selective call to a group of ships having a common interest
120 – for a selective call to a particular individual station
102 – for a selective call to a group of ships in a particular geographic area
123 – selective call to a particular individual station using the semi-automatic/automatic service.

Note 2: Letters P-Y signifies the vessels position, with letter P indicating one of four quadrants. The quadrants are:
0=NE 1=NW 2=SE 3=SW

Letters Q-T signifies latitude in degrees and minutes. Example: 29-19N

Letters U-Y signifies longitude in degrees and minutes. Example: 094-40W

Letter Zabc: Time transmitted in Universal Time Coordinated (UTC)

Note 3: Signifies telecommand. 100=VHF FM 109=SSB 113=SITOR displaying 127.

Note 4: Signifies end of sequence by displaying 127.

As Rescue 21 is not yet operational, Coast Guard doctrine and policy are forthcoming. It is reasonable to assume that after acknowledgment of a DSC alert, the Coast Guard will attempt to establish voice communications with the vessel on channel 16 VHF-FM, and rescue response will be sent.

BALANCING BOATING RECREATION AND FUTURE DEVELOPMENT AT SMITH MOUNTAIN LAKE

Teresa Rogers, American Electric Power

This presentation described how the existing and anticipated boating activity on Smith Mountain Lake was taken into consideration when planning for future development along the shoreline. GIS was used to map boating densities. An analysis of many factors, such as carrying capacity, safety hazards, and boat type and size was used to determine appropriate shoreline classifications along the lake and to set parameters and developmental regulations for the shoreline.

COLD, WET & ALIVE

Robert Kauffman, Forstburg State University

Most people think of "Cold, Wet and Alive" as a hypothermia video. However, the video also depicts the typical accident process. The session used this classic video to show delegates how it can be used as a tool to develop outdoor leadership and to avoid accidents. The session emphasized audience participation in a step by step analysis and discussion of the video that has been converted into a standard power point presentation.

One of the best approaches to boating safety is to educate people how to prevent the accident before it happens. Its strategy is to give people in the audience the tools (e.g. environmental, equipment and human factors) with which to assess those factors that cumulatively over the day may lead to an accident. The strategy is simple. Get people to assess behavioral changes and potential problems early in the trip and they can potentially prevent the accident from happening. The video teaches the audience how to assess the changing events of the trip and to make the correct decisions regarding the trip. The video and the power point presentation show how the cumulative effects of little factors add up over the day to precipitate an accident. In doing so, it also show people how to prevent the accident before it happens.

Copies of the video are available from the American Canoe Association website at www.acanet.org.

PARTY ZONE PATROLS

Paul Kennedy, Missouri State Water Patrol

Sargent Kennedy shared a powerpoint presentation which brought a unique perspective to the subject of "Party Zone". After having worked the Missouri lakes for many years, his slide collection shows a variety of situation in which one patrolling might find themselves. The presentation brought new light to what many find an intimidating situation. Slides were graphic and a realistic representation of the way it is.

Beverage Break and Exhibitor Prize Drawings

10:10 - 11:00 a.m.

BOATING SAFETY SIDEKICKS

Virgil H. Chambers, National Safe Boating Council

The National Safe Boating Council developed the"Boating Safety Sidekicks" booklet as a result of a member survey the council conducted in the late 1990s. The survey indicated there was a need for youth material, especially some type of activity booklet. In 2000, we introduced the booklet and geared the information to the elementary school level. The characters in the booklet are a diverse group of kids including Oscar who is in a wheelchair and loves to sit ski. The actual age of the characters is any age a child wants them to be.

The original booklet was meant for 4 to 10 year olds. It addressed basic boating safety in a "fun to do" format. Please understand that real kids contributed to the activities in the booklet. We like to think of it as a "kids teaching kids" program. The booklet was a huge success. In fact, Wal-Mart printed an 8-page edition for distribution throughout their 2,000 plus stores. The original booklet has been recognized by several different educational organizations.

The next version addressed the "how to" on basic fishing while integrating safety for children ages 8 to 16. It is called "Boating Safety Sidekicks Go Fishing." The first order was for several hundred thousand. Wal-Mart and the Recreational Boating and Fishing Foundation (RBFF) distributed the booklets during National Safe Boating Week, 2003. The booklet was done in cooperation with RBFF. The experts within RBFF approved much of the technical fishing information.

The third, and to us logical next, version was developed with the assistance of the American Canoe Association (ACA). Kids love to paddle, so the "Sidekicks Go Paddling" is a perfect introduction for young kids to paddle sports. This booklet is designed for children 4 - 12 years of

age. The booklet provides canoe and kayak basics with safety in mind.

The newest Sidekicks booklet is "The Power of Safe Boating." It was done at the request of the United States Power Squadrons (USPS). It is the original and most popular version customized for our very important member organization the USPS. Like the ACA, the USPS distributes the booklets in individual or small quantities. The NSBC distributes them in bulk to interested groups and organizations.

Currently we have distributed over 3 million copies of the "Sidekicks" booklets.

To add an element of marketing to the "Sidekicks" booklets we produced tattoos to stay with the stereotypical theme of sailors and tattoos. This is our second version of the tattoos, which carry the "Wear It" message showing each member of the Sidekicks wearing a lifejacket. The first version was very popular, as we sold out of them. They did not carry the "Wear It" message and were smaller than the second version.

The website, www.boatingsidekicks.com, is a great companion to the book. It is a state of the art site with pop-ups, animation, an interactive game and learning activities. We have revised the site several times in the past year to keep kids and adults alike returning to find out what's next. There are many things available on the website including activities that can be downloaded. These include coloring pages for the kids and lesson plans for the adults (teachers).

The "Kids Know Boats" segment of the website is also available on CD. It is an interactive learning program that, with the aid of easy to understand graphics, gives children a challenge to learn. The CD incorporates boating activities into fun to do games and quizzes. The request that initiated the CD was made by the Historical Maritime Museum of Southern Florida. "Kids Know Boats" is being used by the kids' section of the Maritime Discovery Museum. Another big distributor of the "Kids Know Boats" CD is the Safe Kids Coalition, which duplicated the CD and distributed it to all of its affiliates.

Another dimension of the website is the cartoon pages that kids love. An added bonus is that there are cartoons with messages covering topics like safety, fishing, and stewardship. "Gil and Rocky" is the most comical strip on the website.

With the Boating Safety Sidekicks website, we are trying to keep the kids on top of the current issues, so that they can understand a variety of different aquatic problems.

Kids can see their favorite "Sidekicks" characters in a video that uses flash animation. There are several stories about the "Sidekicks" and their boating activities

Another interactive series of lessons hosted by Sally Starboard addresses trip preparedness and takes the kids through a series of decisions on what is needed for a boating excursion.

We hope to expand the Sidekicks in the months and years to come. We will do this together with member organizations such as National Marine Manufacturers Association in their Discover Boating programs, the USPS, ACA, RBFF and many others who have used the Sidekicks to reach the next generation of boaters.

A MODEL CLEAN BOATER PROGRAM

Donald Jackson, University of Florida Sea Grant Extension Program

Every boater needs TLC. Some also need a pat on the PO-PO. It is always better to draw than to push, So – rather than a regulatory approach give this vigorous voluntary program a try to engage marina operators in a cleaner boating program.

The Clean Marina Program has four components:

1) Clean marinas. should meet all regulations and then some. They should have panic file, storm plans, dock appeal, be able to recycle to some extent, maintain information on endangered species, and of course, pump-out choice but not required.

2) Clean boatyards should meet all requirements and more. There should be directions for sub-contractors, landscaping, to some extent some recycling and a hazmat handling program.

3) Clean boaters: The minimum required equipment list includes storm preparations, fueling protocols, bilge water handling, boat cleaning and boat sewage. Some suggested incentives include:

Signage both actual and electronic, recycling drum holder, bilge absorbers, fuel catcher, fuel nozzle donuts, "amnesty" during process and peace of mind (within the law).

4) Clean marine retailers care package should include environmental information such as proper fueling, litter control and species of interest. They also should provide boater education which should include opportunities to learn, when and where and information on insurance breaks for education. There also should be boater safety information such as carbon monoxide (especially for houseboats, pontoons and cabins. Also hunters and fishermen will have needs.

SUPPORT YOUR LOCAL MARINE POLICE, TOO

Keith Bryant, Southern Company Services, Inc.

During the re-licensing process for nine of its 14 federally-licensed hydroelectric developments, stakeholders identified a number of perceived boater safety concerns. Although most of the genuine concerns are the responsibility of the Alabama Marine Police, limited

resources have prevented the Marine Police Division from fully addressing them. After discussing possible solutions with the Marine Police, Alabama Power Company proposed a cooperative agreement that would provide additional funding for the Marine Police to address boater safety issues on the Company's lakes. The agreement was signed on July 1, 2003.

Initially, Alabama Power Company will provide the Alabama Marine Police a total of $145,000 over 5 years. Alabama Power Company intends to extend the agreement beyond the initial five-year period, pending satisfactory results of the initial agreement.

This funding is to supplement, not replace, current funding to the Marine Police. The Marine Police will identify boater safety needs on the Company's 12 lakes and set priorities for addressing these needs. If funds for a given year are not completely spent, the Marine Police may add them the next year's funding. The Marine Police will meet with and report to Alabama Power Company and interested stakeholders by March 1 how the funds were used during the previous year.

WHO GETS THE LAST DOCK?

Brian Romanek and John Estep
Federal Energy Regulatory Commission

Who gets the last dock on the lake? Many reservoirs have a long history of shoreline development. As shoreline becomes scarcer and more expensive, developers may decide to use their remaining shoreline parcels to maximize lake access for their buyers by constructing large docking facilities offering deeded slips to owners of off-site homes.

This kind of development is often viewed by current residents and others as incompatible with the existing less densely developed shoreline and it may contribute to environmental, safety, and recreational carrying capacity problems. Licensees and, ultimately the Commission, are going to be asked to decide how much and what kind of development is consistent with the "comprehensive development" standard of the Federal Power Act. Unless the case can be made that there is room for everyone, someone will have to decide who gets the last dock.

This session allowed for audience participation as they were asked to relate their experiences,

TRAIN THE TRAINER WORKSHOP FOR SMARTSTART FOR PADDLERS

Pamela Dillon, ACA Executive Director

SmartStart for Paddlers is a short tabletop display program for delivery riverside/campground side for the new paddler. This short program touches on the key knowledge every new participant needs to avoid the most common behaviors that can lead to canoeing or kayaking accidents. The program goal is that the paddler will recognize that paddlesports (canoeing kayaking and rafting) involves risk, but by learning and following safe boating practices, the risks can be managed and the experience made more enjoyable.

Designed for first-time or very inexperienced participants in canoes or kayaks, SmartStart for Paddlers may be delivered by a wide-range of educators and program providers with a variety of backgrounds. The 20 minute program is presented through use of a presentation easel with 20 illustrations and narrative or with computer and projection equipment for PowerPoint presentation.

SmartStart for Paddlers is supplied with a DVD and CD. Content of these disks include a SmartStart for Paddlers Train the Trainer video program. QuickStart Your Canoe and QuickStart Your Kayak video presentations, lesson plan and PowerPoint Presentation.

Student Performance Objectives include:

1) Importance of using maps or charts and filing a float plan.
2) Paddlers' responsibility for activities to other water users including: controlling waste and litter, obeying use zones, and general boater courtesy.
3) Safety and legal procedures near security zones and powerboat navigation channels.
4) Need to avoid alcohol and drug use.
5) Types, uses, and carriage requirements of personal flotation devices (PFDs).
6) Importance of wearing a PFD.
7) Risks of hypothermia and how to dress for safety in cold water and other conditions.
8) Procedures for preventing and responding to capsizing and falls overboard.
9) Hazards such as wind and waves, low head dams, river current, and lightning.
10) Applicable state and federal laws.
11) Importance of using maps or charts and filing a float plan.
12) Paddlers' responsibility for activities to other water users including: controlling waste and litter, obeying use zones, and general boater courtesy.
13) Safety and legal procedures near security zones and powerboat navigation channels.
14) Need to avoid alcohol and drug use.
15) Types, uses, and carriage requirements of personal flotation devices (PFDs).
16) Importance of wearing a PFD.
17) Risks of hypothermia and how to dress for safety in cold water and other conditions.
18) Procedures for preventing and responding to capsizing and falls overboard.
19) Hazards such as wind and waves, low head dams, river current, and lightning.
20) Applicable state and federal laws.

Tuesday at the Summit

ACCIDENT REPORTING FORUM

Pat LeMangie, NASBLA Accident Investigator working with ACA staff

This workshop provided Accident Investigators in-depth knowledge of the unique nature of paddlesport craft and how those unique characteristics can be identified. This session presented new material now included in the NASBLA (National Association of State Boating Law Administrators) accident investigation course. A variety of paddlecraft were available to illustrate some of the new categories on the revised Accident Reporting Form.

In reviewing and analyzing accident data, a variety of problems that hinder ability to discern important factual information about the accidents, the vessels involved and the victims. These problems included missing or inaccurate data, difficulty accessing data and a failure to capture needed information. To correct these problems the following is recommended:

1) Increased training for state and federal marine patrol officers in paddlesport accident investigation is needed to improve the accuracy, detail, and completeness of paddlesport accident reports. Accident investigators need to be familiar with canoeing and kayaking and the equipment used in these activities (both required and optional).
2) Continued revision and refinement of accident report forms to enable the capture of additional information critical to crafting effective safety messages for those at highest risk of being involved in a fatal canoe or kayak accident. These revisions should include:
   a) Canoes and kayaks should be documented as unique and separate types of boats. For accidents involving kayaks, the specific type of kayak involved should be identified in the accident report. Examples include: Whitewater, Touring, and Recreational.
   b) For the purpose of gathering and presenting accident information, canoes powered by outboard motors should be classified as open motorboats.
   c) A description of the safety and rescue equipment present at the time of the accident should be included in all accident reports.
   d) Those reporting an accident should include a description of any relevant supplemental flotation or watertight compartments on the craft involved.
   e) Information such as water conditions, weather conditions, and other environmental aspects bearing on the accident should also be reported in clear detail.

NATURAL RESOURCES POLICE RESERVE OFFICER PROGRAM

Cpl Harry L. Rhule
Maryland Natural Resources Police

The Natural Resources Police Reserve Officers (NRPRO) Program consists of a group of civic-minded volunteers who believe in the mission of the department. The NRPROP provides the opportunity for determined individuals to "give something back" to the community. These loyal supporters of the agency will not only assist the Natural Resource Police, but will provide the citizens of the state with many services that may otherwise go unanswered.

The primary function of the NRPRO is to augment and reinforce regular agency personnel in the performance of their duties and to provide additional work force, as needed, in times of disaster or emergency. Commonly performed duties include: radio and telephone communications; boating education; data entry records; community relations; patrol with full time DNR officers and vessel safety checks.

During these times of budget shortages the reserve officers allow our department to participate in numerous public events, boat shows, safety days and programs in the local schools.

Reserve officers conduct courtesy vessel inspections. The reserve program was the first state agency to be approved by the coast Guard Auxiliary to conduct safety inspections. They also work with various clean water agencies conducting Marine Sanitation Device inspections, to protect the water quality in the state. During fiscal year 2002, the NRPRO worked 2,366* hours. Much of the time is spent on boating and water safety. Without volunteer time the NR Police would not be able to participate in numerous water safety and boating safety events.

The NRPROP provides a valuable service to the citizens and visitors of the sate. These dedicated individuals receive no compensation, work all hours of the day in all kinds of weather. They enhance the work force of the Natural Resources Police by supplementing routine patrol, communications and administrative duties and by primarily assisting with non-law enforcement requests for service and by supporting the Police and the department as needed. Without the efforts of these dedicated individuals, boating safety in Maryland would suffer.

This program was presented to the Southeast Fish and Wildlife Association conference in October of 2002, and was voted the best law enforcement presentation conducted at that conference. The program was also awarded the National Water Safety Congress Award of Merit at the 2003 Summit in Las Vegas.

*1,053 hours wee conducting boating safety classes throughout the state, 165 hours were training on personal watercraft,255 hours was conducting Water Wise programs, and there was 6,500 hours at boat shows, safety days and other various safety related events.

Tuesday at the Summit

11:10 - 12:00 BREAKOUTS

WATERSMART (SM) FROM THE START DEVELOPMENT OF A NATIONAL BOATING SAFETY "TOOLCHEST FOR KIDS"

R. Dougherty, rdougherty@simcare.net and Drex Bradshaw, Woebegonedaze@wmconnect.com

A core component of this "Toolchest" is a US COAST GUARD WATER SAFETY INITIATIVE being developed by Anteon Corporation for the United States Power Squadrons® (USPS®). This component will hereafter be called "The Game".

Roberta Dougherty, Youth Activities coordinator for USPS, provided some statistical data upon which the decision to create this program was based. Drex Bradshaw, a USPS member for many years and the Marketing Director for Anteon will provide a visual overview of "The Game" to date.

WaterSmartSM From the Start is a project designed to introduce and promote boating safety education in elementary, middle, and secondary school classrooms and other youth-meeting venues. The project is a product of a National Safe-Boating Education Consortium (Consortium) consisting of the Sea Scouts – Boy Scouts of America, the National Water Safety Congress, the U.S. Army Corps of Engineers, and the United States Power Squadrons.

"The Game" will be scenario based/driven in that during each event decisions will be made depending on the equipment placed on board your selected vessel. It will be fun as well as educational. It is educational, because many safety aspects of recreational boating will be presented and in some instances, in a repetitious format. Players will not only learn by visualization they will actually control speed and direction of their chosen boat. There will be structured navigation events that are learning tools supporting basic navigational rules and regulations leading to basic free play.

Players will be tracked and awarded points depending on choices made both before and during each event.

Basic, advanced, intercostals waterway and ranges, night and fog navigation as well as environment/rescue and fishing will be available to learners of all ages.

To assist the players there will be the usps4kids.org mascot, "Sea Vester" a ranger, and a game warden to verify many of our choices.

Check this website: www.usps4kids.org for updates and announcements on the development of this program.

ENVIRONMENTAL ISSUES 101

Margaret Podlich and Joni Turken, BoatU.S. Foundation for Boating Safety and Clean Water (www.boatus.com/foundation)

During this session, BoatU.S. Foundation staff outlined the environmental impacts of some types of potential pollution from boats, the laws restricting this type of pollution, practical ideas for cleaner boating, and some resources available to all. Focus topics included garbage, oil/fuel, and sewage.

Garbage

We can all agree that garbage in the water is a bad thing. We see everything from plastic bags to cigarette butts to Styrofoam cups floating in our marinas and washed up on our beaches, making for an ugly boating environment. But it's more than that. Six-pack rings and monofilament fishing line can end up trapping fish or getting tangling around birds, fish or marine mammals. These same animals are known to ingest marine garbage. Clear ice bags, for instance—the ones that are so easy to accidentally toss out with the water in the cooler—can look like jellyfish to sea turtles on the lookout for their favorite food. Most of us just don't think about these things when a little trash goes overboard.

Even food—like that half-eaten PB&J sandwich you're tempted to toss overboard—is a form of garbage. The fish will eat it, we say. Or at the very least it's biodegradable and thus harmless, right? Well, food is biodegradable, however, when anything biodegrades it takes oxygen out of the water and away from the fish and plant life that depend on it. Plus, how many fish do you know that like peanut butter and jelly?

Boaters' see the financial affects of garbage in the water as well. Marine litter creates an economic burden on waterfront and coastal businesses that must then pay to have their marinas or beaches cleaned up. Plastic bags can get sucked into your engine or AC intake, and discarded fishing line can turn up around your prop or prop shaft—all causing costly repair bills.

Marine litter laws that apply to boaters are dictated by the international MARPOL Treaty, by the MPPRCA (Marine Plastic Pollution Research and Control Act) here in this country, and by individual state laws. Luckily, these three tiers of law are fairly consistent with one another. For boaters in inland waters (not including the Great Lakes) and in coastal areas within three miles of shore, nothing can go overboard; no food, paper, cardboard, glass or plastic. Beyond three miles, it is legal to dispose of everything overboard except plastic, which can never legally be discharged at sea. Speaking of what's legal, it's also required that boats 26' and longer display a MARPOL sticker to outline the laws above. These stickers are readily accessible at marine stores, or we'll mail you one if you e-mail us cleanwater@boatus.com. And one

more legal requirement: Boats 40 feet and larger must have a written waste management plan onboard. This is a simple document that outlines in writing how all forms of waste are to be dealt with onboard. A sample copy can be found at www.boatus.com/foundation.

The main thing to remember about garbage is that it's easy to take care of the environment if you pay attention and plan ahead. We suggest boaters take up the backpacker's credo to "Pack it in, pack it out" and come back to shore with everything they left with—if not more. To realistically do this, be sure there's an adequate-sized trash can onboard with a lid to prevent trash from blowing out. Also, you can reduce the trash you take on board in the first place by removing food from extra packaging. Take sodas from the six-pack ring and snack bars out of their cardboard boxes before leaving shore. Pack sandwiches in a big plastic container rather than individually wrapping them. When preparing a cooler for the day, take the ice out of the ice bag in the morning instead of tossing the whole bag in the cooler. And finally, remind passengers that nothing goes overboard, even cigarette butts or food.

Petroleum

When we refer to petroleum we are talking about gas, oil, or diesel. Boats can be inadvertent sources of petroleum pollution while fueling, being maintained, or during operation. What harm can petroleum do in the water? It coats fish and their gills – causing breathing problems. It can be fatal to all kinds of aquatic life. And it sits on the top layer of the water – the microlayer, where there is abundant life, larvae, and the beginning life stages of many water critters.

Federal law says that spilling any amount of petroleum – enough to create a sheen – is against federal law. It also states that you need to call the U.S. Coast Guard and report your spill. Across the country, we see a common theme between different U.S.C.G. units, and that is that if you turn yourself in, no matter the size of the spill, you will be looked on more favorably than if your marina operator or someone else has to call in your spill.

In addition, federal law says that any boat 26' and longer with an engine must have an oil spill placard posted on the boat. These are available at most boat supply stores. The law also says that you are not allowed to use a dishwashing soap or any other "dispersant" to get rid of a sheen in the water.

So there is significant reason for prevention for petroleum spills. A variety of products are available for the boater and the fuel dock operator to help minimize the risk of a spill at the fuel dock. These include donut-shaped products that go on the fuel nozzle and catch errant drips, oil absorbent synthetic cloths that can be used to help catch drips while fueling, and containers that suction-cup to the side of the boat to catch the overflow from the fuel vent line. Another product that is useful for the boater is a bilge sock, designed to capture fuel products in the bilge, and get the oil out of the bilge water before it is pumped overboard.

To help illustrate the effects of oil in water, the instructor set up two identical clear glass vases of tap water and had a volunteer put ¼ cup of motor oil into each. The audience observed the oil bubble down into the water vase, then make its way up and settle on the top of the water. One vase was left alone, while the other was dosed with a few tablespoons of dishwashing detergent, and sloshed around. As a result, the detergent broke down the oil on the surface of the water, making the oil particles smaller, but more spread out in all the water, and eventually some oil landed on the bottom of the vase. The water remained cloudy for some time. This was used to illustrate the effect of illegally using dishwashing detergent – which spreads the bad effect of the oil throughout the water, causing more harm than just leaving it on top. A volunteer then took small oil absorbent pads and tried to pull the oil out of the vases. In the vase with the oil on the surface of the water, it was easy to get the oil out, while the vase with the cloudy water and oil throughout could not be cleaned.

Sewage

Sewage is another environmental topic that affects boaters. In the water, untreated sewage can carry disease-causing bacteria, provide more nutrients to water, and it can be visually disturbing.

What's the law say? There are three basic parts to the law. Until you are out in the ocean more than three miles offshore, you may not put any untreated sewage off your boat. That means pretty much everywhere we boat, you must either treat the sewage on your boat and discharge overboard, or you can hold it for onshore pumpout later. Secondly, if you have an installed toilet (head) on your boat (and portable toilets don't count on this), you must have a U.S.C.G. Approved Marine Sanitation Device (MSD). They come in Type I (treatment device), Type II (treatment device with higher electrical needs- usually on bigger boats) or Type III (holding tank). Boats over 65' must have a Type II or III. Smaller boats may have a Type I, II, or III. Finally, if you boat in a federally designated No Discharge Area, you can not use a Type I or Type II on your boat. Your only option is to hold the waste onboard, and pump it out onshore later.

In our conversations with boaters, we find many folks who are as confused by the different types of MSD's (that's Type I, II, or III) as they are about Type I, II, III, IV, and V PFD's. You can help by making sure your segment of boaters is aware of the laws, and by bringing specific installation advice to them. Plumbing workshops have been successful in many states, where boaters come and hear from a professional installer of MSD's about the various legal options to handle waste aboard their boat. The plumbing system on a boat isn't quite as fun to think

about as the electrical system, but just as important to design well and keep maintained.

You can help boaters by making sure that you tell them where the pumpouts are, and making sure that your pumpout stations post a hotline number where boaters can call if the pump is not working. It doesn't do anyone any good to have broken pumpouts – so it's a good role for the state to make sure boaters are finding them open and available. Federal funds through the Clean Vessel Act (CVA) are also available to the states to build new pumpouts, but it's not an automatic appropriation, the states must apply for these funds. Pumpout stations built with CVA funds can only charge $5 per pumpout, so boaters shouldn't find the fees onerous.

Resources:

Clean Marina Programs: About 15 states currently have or are developing Clean Marina Programs. Often these state-organized programs have outreach materials for boaters, as well as free bilge socks or other products for your boaters. Check www.NOAA.gov to see if you have this resource in your state.

Brochures from BoatU.S. Foundation include "The Clean Routine" – in Spanish and English; "The Basics of Boat Heads" (describes types of marine sanitation devices, and what's required), "The Basics of No Discharge Areas," "Stash Your Trash" (posters are also available), "The Basics of Boat Pumpout" and "Help Stop the Drops" (materials that focus on petroleum spill prevention). Look for more resources on petroleum prevention in the coming year.

We also have copies of the waste management plan (required on boats 40' and over) posted on our web site. To peek at these brochures, look at the .pdf files on our website at www.boatus.com/foundation. If you'd like quantities, order off the internet or give us a call at 1-800-336-BOAT.

Other sources of brochures include the Marine Environmental Education Foundation (MEEF), www.meef.org, and the U.S. Coast Guard Auxiliary, www.cgaux.org.

SECURITY AND RECREATION AT DAMS AND RESERVOIRS

Frank Calcagno & Heather Campbell
Federal Energy Reglatory Commission

There was first a review of some of the history of dams that had been sabotaged: Dnjeprostrolj; Mohne; and Eder. The speakers then outlined the adversary types one might suspect: international terrorists, domestic militia groups, extremist groups & cults (splinter); foreign intelligence agencies, criminals, vandals, hackers and insiders which include disgruntled employees, dishonest employees and compromised employees.

There are seen signs and signals one should watch for:

Surveillance, elicitation, tests of security, acquiring supplies, suspicious people who don't belong, dry runs and deploying assets/getting into position. This list taken from the U.S. Secret Service.

A flow chart outlined the possible steps towards a terrorist attack. Then there was specific details about how criminals/terrorists collect information. They use open source research, public domain technical reports, people, communications, photography and trash!

Some outsider threat indicators are: unsolicited information requests, inappropriate conduct during visits, suspicious work offers, invitations to international conferences and joint venture/research proposals. The insider threat indicators: hiring an ex-employee; foreign ethic targeting of employees or possibly a "too-good" employee.

Some of the hacker techniques described included: probing, scanning, compromising an account, compromising a root directory, packet sniffing, denial-of-service attack, exploiting trust and malicious code.

Within the presentation, there were several slides showing the results of licensee vulnerability/security assessments. The session pointed out the primary areas of concern to be: nuisance break-in; explosion from boats; attacks against dam structures; attacks against spillway gates; attacks against powerhouse; attacks against transformer station, set-up transformers and switchgears.

The newlycreated vulnerability assessment methodology for dams is called: Dam Assessment Matrix for Security and Vulnerability Risk (DAMSVR). It was designed by a group consisting of FERC, USBR, USACE and ASDSO and it can be used at all dams. It will be made available to all dam owners and consultants. The session continued to outline the DAMSVR. For details about DAMSVR, please refer to: www.ferc.gov/industries/hydropower/safety/security.asp

Pointers: stay alert and informed; notify appropriate offices of changes at your dam; review and revise where appropriate, the signage at the dam to reflect any changes to the public access. Also attend local community meetings, meetings with local recreation groups such as anglers or whitewater rafting groups. Also place newspaper notices of specific changes that affect the public.

HYDRO SECURITY; WHAT MAKES GOOD CENTS?

Steve Fry, Manager at Avista Corporation

What about site security at dams that are privately owned? How are the decisions made? Who will make the decisions? You must keep in mindS the

corporate security, security and safety audits and the hydro security.

These questions were discussed and then the presentation moved on to the common sense versus the uncommon cents. These were outlined as vulnerability analyses and risk assessments; actual risk; realistic security plans and lastly, the security improvements.

Some of the key components that help make a security system effective are: common sense, consistency, notification, communication, adaptability and integration. With this said, what should private dam owners do for security? What security improvements are the most cost-effective? And, what are the other concerns? For instance, what do your employees do when you have suspicious visitors?

What about remote surveillance versus manned plants: which is better:

Public recreation and tours versus security risks: what is realistic?

Information sharing, national data bases, and "crying wolf": can information sharing compromise your security plan?

It is the speaker's opinion that the single, most cost-effective security measure that can be implemented is to increase the employee awareness. You must communicate changes in threat levels and protective measures; encourage personnel to be alert and immediately report any suspicious activity, and make sure that emergency contact numbers are conspicuously posted.

HANDS ON PADDLECRAFT RESCUE

Gordon Black, ACA Director of Safety Education and Instruction

This poolside, get-wet session on different rescues was demonstrated by using a variety of paddlecraft. A demonstration was also conducted showing the flotation properties (or lack thereof) of some types of plastic kayaks. Deep-water and shallow water re-entry techniques, as well as shore based rescue techniques, were illustrated by certified instructors of the American Canoe Association. Information on rescue techniques are available from the ACA at 703-451-0141.

DEEP WATER RECOVERY

Jim Vines, Alabama Marine Police

Lewis Smith Lake near Jasper is the coldest and deepest in Alabama. In May of 2001, a well-known marina owner lost his life in a boating accident. The dept of the water is approximately 200 feet which precluded the usual dragging operation and at that depth, the body most likely would never surface. Therefore, Smith Lake Task Force was formed with the intent to purchase and operate its own underwater recovery operations. The Task Force has since been successful in recovering evidence and another deep-water accident victim. See specifics below.

May 20, 2001: Tragic accident occurs in area of Smith Lake where depth reaches 200 feet. Search begins to find missing person and vessel wreckage

May 21, 2001: Divers from all over the county were called to help with the search

May 22, 2001: Vessel is found but still no sign of the operator; Water too deep for divers on scene. Tri-mix divers called in to reach 200 ft depths

May 23, 2001: Four days now; Vessel raised using air-filled barrels and transported to an impound lot where damage is being studied; deep water divers continue their search

May 25, 2001: ALDOT dive team from Mobile, AL called in to help, 300 miles away; Specialized cameras, diving gear, and underwater communication being used

May 25, 2001: Decompression chamber brought in for divers to search a 200 ft level, Cameras scan in a grid pattern to ensure every area is covered.

May 26, 2001: Fragments of the vessel are found and marked as the missing person search continues.

May 27, 2001: The need for special equipment is realized; Plans discussed regarding how to raise the needed funds.

May 28, 2001: Diver injured due to depth of dive; Fund created for donations to be used in the purchase of equipment necessary for searching at lake depths.

May 29, 2001: Search is over!

Missing person found Monday evening, nine days after accident

199 ft deep. Camera zeroed in on body to allow divers to find the location.

Fund Raising Event

EMA hosts yard sale fund raising event for Beasley Memorial Fund, Food, drinks, and door prizes. Donations accepted and $2.00 parking fee.

Task Force Created

This allowed the equipment purchased to be used to serve multiple jurisdictions, funded in part by the Beasley Memorial Fund, $15,384 collected to date. Plans include purchasing camera equipment along with a search and rescue boat

First Annual Poker Run: Each participant pays $20, No limit on number of players on each boat

Door prizes donated by area businesses

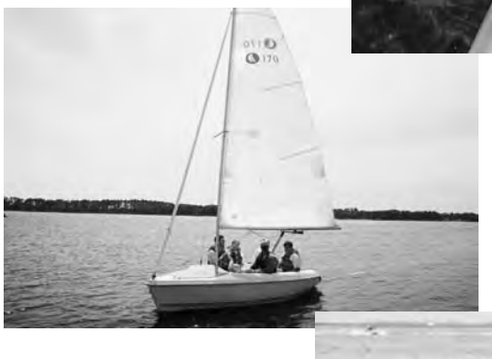
Equipment Purchased: Fund raising has allowed the purchase of four underwater cameras along with all the cables, a monitor, and generator to power everything. Still $25,000 short of the $60,000 goal.

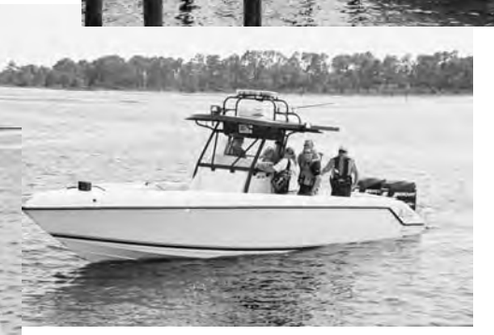
Task Force Boat Dedication ceremony: Nine months after the accident, boat and equipment have been

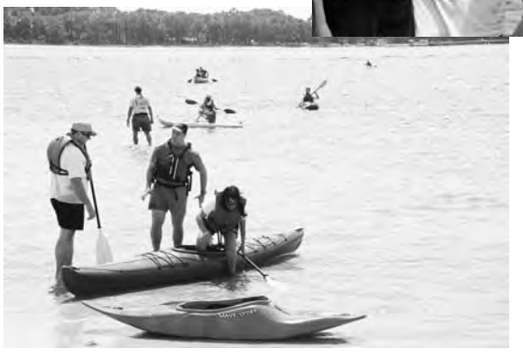
Tuesday at the Summit

purchased, Plaque honoring Mike Beasley placed on Boat
Goal met, Now a Building for storage is needed
• Additional Funds not collected through fund raising were acquired with a grant from ADECA
• Money now going to storage building.

Classes were dismissed for a cookout on the beach along with a variety of on-the-water experiences.







Tuesday evening included Paddlesport Leadership Forum meeting and a Boat Smart Meeting.

Wednesday at the Summit

8:00 - 8:50 a.m. Breakouts

ABOUT THE CSUS AQUATIC CENTER

Western Region BEAA Winner
Cindi Dulgar, California State University of Sacramento, Aquatic & Boating Safety Center

The CSUS Aquatic Center is a cooperative venture of the CSUS Associated Students, Inc. (ASI), CSUS University Union, the State of California Department of Boating and Waterways, the U.S. Bureau of Reclamation and the State of California Department of Parks and Recreation.

The CSUS Aquatic Center was founded in 1978 with a grant from the State of California Department of Boating and Waterways to provide boating instruction for the CSUS Health and Physical Education Department. The current site, along the southwest bank of Lake Natoma, was established in 1981. Additional funding was provided by ASI and the University Union to augment the academic curriculum at CSUS by providing high quality boating and safety programs through education, recreation and competition. In 1986, the Aquatic Center opened its doors to the public to serve the needs of both the CSUS student body and the surrounding community. University instruction remains under the direc-tion of the Health and Human Services Department at CSUS.

Today, the Aquatic Center supplements its mission by offering instruction in canoeing, kayaking, rowing, sailing, windsurfing, water skiing and jet skiing for children ages 7-17 years and adults ages 18 years and above. In addition to classes and camps, the Aquatic Center offers equipment rentals, facility rentals, boat storage, instruction for special groups and club memberships. The Aquatic Center is the host site for: CSUS Women's Intercollegiate Rowing Team, CSUS Men's Rowing Club, CSUS Water Ski Team, Capital Crew Junior Rowing Program and Hui O Hawaii Outrigger Canoe Club. The Aquatic Center also puts on many special events such as the Brookfield's Run for Your Boats Biathlon and several rowing regattas including the Pacific Coast Rowing Championships, which is the largest regatta in the nation. As a host for many events, Lake Natoma was recognized as the best rowing site on the West Coast.

All of these programs are run under the supervision of a Director, Power Craft Coordinator, Youth Programs Director, Office Manager, Facilities Manager, Paddling Coordinator and Rowing Coordinator. In addition to these managers, there are many staff members employed as CSUS student assistants, customer service representatives, instructors and volunteers.

OPENING JAPAN'S RIVERS TO RECREATIONAL PADDLING

Mr. Nobutoya Nakanishi and Mr. James Thaxton

Mr. Nobutoya Nakanishi explained how he worked with US paddling associations in his efforts to introduce canoe cruising to Japan. He helped create similar paddling associations throughout Japan, then used these organizations from the USA and in Japan to convince the various ministries of local and federal government to create 21 access sites on the Omono River in Akita Prefecture. In all his endeavors, safety and paddlesports education are a priority. Many of his associates have taken American Canoe Association certification courses. Mr. Nakanishi and his paddling associates in Japan have identified more than 100 rivers suitable for human powered recreation. The work he has done on behalf of the Omono will help set the stage for opening these other streams to recreational paddlers. Mr. Nakanishi has helped bring more than 200 canoes to Japan. The annual "Big Run" on the Omono River captures the attention of national television and draws hundreds of spectators and paddlesports participants each year.

PERSONAL IMMERSION ALARMS FOR CHILDREN AND ADULTS

Dr. Bob Lyons, Terrapin Communications Inc.

Personal immersion alarms are a class of man overboard (MOB) alarms that trigger on contact of a sensor with water. They offer the significant advantages of near-instantaneous, automatic alerting. Automatic alerting is essential for small children and vital where cold water, disability, etc. inhibit a victim's ability to manually activate a signaling device. Instantaneous alerting minimizes the search area, increasing the chances of quick rescue.

Coupled with automatic engine shutoff, instantaneous alerting also avoids the immediate dangers of propeller contact and runaway vessel, with no qualified person on board. This session reviewed current state of the art in personal immersion alarms, and their role in recreational boating scenarios.

SURVEY UPDATE ON THE DEVELOPMENT OF A NATIONAL PLAN OF ACTION

Pam Dillon & Dr. Gary Green, ACA

Under funding by a USCG grant, the ACA has undertaken a survey of agencies, organizations, user groups and manufactures to identify how to address

the increased incidences of paddlesport accidents and fatalities and how best to deliver paddlesport safety messages. Scheduled for completion in fall of 2004, Ms. Dillon provided results to date and discussed the current data.

In addition, Dr. Green provided an overview of the growth numbers for paddlesports. A huge number of Americans participate annually in paddlesports, and this involvement increases every year. In fact, kayaking is (according to the available studies) the fastest growing segment of the entire boating community with a growth rate of 272% over the past nine years. The National Survey of Recreation and the Environment (NSRE) found that, during 2003, millions of Americans went paddling: 19.6 million paddled canoes, 9.6 million paddled kayaks, and about 22.6 million went rafting. These numbers suggest that paddlesports makes up a substantial percentage of the total annual participation in boating of any kind. The NSRE found that 76.1 million Americans went out in some kind of boat in 2003. All three of these activities show healthy growth over the last nine years, with canoeing growing from 13.8 to 19.6 million (49.93% more), kayaking increasing from 2.6 to 9.6 million participants (272% growth) and rafting growing from 14.9 to 22.6 million participants (51.9% growth).

These impressive participation figures give every indication of continuing to increase. The NSRE projects canoeing will continue to grow slowly and steadily from 1995 to 2020. This rise will be complemented by an even greater increase in the number of days those folks will spend canoeing. In other words, not only is the canoeing population projected to grow, the number of days this population will spend canoeing should increase even faster. Despite the overall rise in canoeing, some segments of the canoe market are in dramatic decline.

Manufacturers, retailers, and outfitters, as well as the ACA instruction program, all indicate that out of all forms of paddlesport, kayaking is experiencing the most explosive rise in demand. Canoeists still outnumber kayakers about 3 to 1, but with the relative growth rates that situation should not last long. This trend is apparent all over the United States, although there are "pockets" where canoeing remains very popular. The upper Midwest and the New England states remain canoeing strongholds, possibly due to strong traditions, and the type of paddling trip most popular in those regions—long trips with frequent portages around rapids or between closely situated lakes is much easier with a quickly unloaded and reloaded canoe than with a kayak. Unlike the canoeing market where, despite the overall increase, certain types of boats (such as whitewater canoes) are becoming less popular, the kayaking market is rising across the board. Sea kayaking, especially, shows healthy increases. This increase, however, are dwarfed by the meteoric demand for the inexpensive, easily accessible, and versatile "recreational kayak."

Recreational paddlesport in its many forms is easy to access in all 50 states and is generally regarded as fun, healthful, non-damaging to the environment, and inexpensive. For these reasons paddlesport will continue to grow rapidly in the near future. Furthermore, paddlesports has strong participation from a variety of demographic groups. For example, women make up nearly 50% of paddlesport participants (whereas in motorized craft, female participation is much lower). Minorities are also well represented. Furthermore, both populations' participation is increasing.

MARINE SAFETY FOR TRIBES

Mitch Hicks, Columbia River Inter-Tribal Patrol

Sergeant Hicks of the Columbia River Inter Tribal Enforcement Department discussed the efforts to improve marine safety among Native Americans who engage in subsistence and commercial fishing in the Columbia River. Through improved officer training, increased public awareness, and the development of enforceable laws for adoption by tribal government, the department has been instrumental in preventing boating accidents and fatalities.

The Columbia River Inter Tribal Fish Commission was formed by the Confederated Tribes and Bands of the Yakama Nation of Washington, Nez Perce Tribe of Idaho, Confederated Tribes of the Umatilla Indian Reservation of Oregon, and Confederated Tribes of the Warm Springs Reservation of Oregon in 1977 to protect, promote, and enhance the Indian treaty fishery on the Columbia River.

PATROL AREA: CRITFE officers patrol 150 mile corridor of the Columbia River between Oregon and Washington. Patrols are done by shore vehicles, boats, and aircraft. Subsistence or commercial fishing occurs year round.

ARCHEOLOGICAL RECORD: Indigenous people have occupied area for approximately 9000 years fishing for salmon and other food fish much of this time. Known to be a major center of inter tribal commerce. This continues today.

SELF GOVERNING: By virtue of the reserved rights in the treaties of 1855 and the self determination and Education Act of 1975 these tribes are self governing and self regulating.

SUBSISTENCE FISHING: Set hoop nets, Dip nets, Rod and Reel, Gaff, spear, and fowl hook.

COMMERCIAL FISHING: Set gillnets, Drift nets, Set lines

YAKAMA NATION: Census: 8800 members with approximately 200 commercial fishing boats.

WARM SPRINGS TRIBE: Census: 3000 with approximately 20 commercial fishing boats.

UMATILLA TRIBE: Census: 2300 members with approxi-mately 20 commercial fishing boats.

NEZ PERCE TRIBE: Census: 3000 members with

approx. 15 commercial fishing boats.

SCANNING PHASE: Investigations of boating accidents were generally more serious (sinkings, damaged hulls, engine malfunctions), with high rate of fatalities and lack of marine safety regulation to enforce. Officers were unable to

influence behavior before accidents occur. No safety examinations of boats and equipment. Tribal Councils are not in favor of applying state authority and codes over their members engaged in treaty activities. Criminal codes were not adequate to address boating under the influence of intoxicants as a crime.

ANALYSIS PHASE: Tribal Statistics

* Estimated based on no registration requirement for treaty fishing boats.

** Rate of incidents that results in a fatality.

ANALYSIS of Oregon State Statistics: * It is estimated that only 10-15% of reportable accidents are actually reported.

** Rate of fatalities per 10,000 registered boats.

*** These statistics do not reflect four fatalities involving people on guided fishing trips.

Why are accidents involving tribal boaters more likely to be fatal? Equipment not well maintained., Improper boats for the work. Poor judgment and lack of motivational factors.ivat and nal factors (regulations, awareness) to change behaviors/beliefs.

65.5% of Native Americans have a high school diploma vs. 75.2% for other Americans. Columbia River tribal members average annual household income = $21,750 vs. Oregon, $41,273, Washington, $42,490, Idaho, $38,241. Approximately 31% of Columbia River tribal members live below the poverty level vs. the U.S. average of 13%.

Tribal boaters are less able to afford safety equipment and keep boats and motors in good condition.

The need for income increases poor judgment and taking unnecessary risks. Tribal boaters are not compelled to change due to the lack of boater education and enforceable regulations.

Fish and Wildlife Code- 1999 – Present, The base code does not contain specific marine safety regulations. Prior to 1999 to the present annual regulation resolutions have required one PFD (personal floatation device) for each person, one fire extinguisher, and running lights. Prio to 1999, there were no regulations. Presently, Amendment to base code requires one life jacket for each occupant, a fire extinguisher and running lights during darkness.

RESPONSE PHASE: Proposed regulations were submitted to tribal officials. All CRITFE officers have attended Oregon Marine Enforcement Academy or FLETC – Marine Law resource officers conduct marine safety education to tribal boaters. CRITFE officers perform Boat Examination Reports for outreach and enforcement purposes.

Enforcement School Community-

FREE FOR LIFE PROJECT – Seeking funding sources to purchase PFD's (personal flotation devices) for free distribution to tribal boaters in need.

BOAT EXAMINATION REPORT

Search and rescue/recovery incident command plan being developed. Partnerships with seven counties, Oregon State Police, and Washington Dept. of Fish and Wildlife.

Inter agency reporting of violations.

Inter agency response to accidents.

Partnership with Oregon State Marine Board

Standardized training.

Improved marine accident investigations.

Collaboration with Coyote Search and Rescue (volunteers)

Collaboration with Mid Columbia Dive Rescue, Skamania County Dive Team and Clackamas County Sheriff's Office Dive Team.

Search and rescue/recovery incident command plan being developed.

Partnerships with seven counties, Oregon State Police, and Washington Dept. of Fish and Wildlife.

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Collaboration with Coyote Search and Rescue (volunteers)

Collaboration with Mid Columbia Dive Rescue, Skamania County Dive Team and Clackamas County Sheriff's Office Dive Team.

ASSESSMENT PHASE: Progress has been made with code amendments. Patrol officers are better trained for marine law enforcement. Compliance data is being collected via Boat Examination Reports. Patrol officers are writing improved reports; accounting the facts of marine accident investigations better. Prosecutors are getting successful convictions. Community Resource officers are providing Oregon Boater Education classes to tribal boaters.

Ongoing assessment of compliance rates and fatality rates.

9:00 - 9:50 A.M. Breakouts

ACA DIXIE DIVISION – NATIONAL PADDLING SCHOOL

Chris Steck, Dixie Division of the American Canoe Association

On the fourth weekend in May each year, the volunteer based Dixie Division of the American canoe Association holds it's National Paddling School. Top

ACA Instructor Trainers from across the country come to Camp High Rocks in Cedar Mountain in western North Carolina to teach instructor level courses in canoe, kayak, and rescue.

From flatwater courses to advanced whitewater, the National Paddling School meets the regional need of camps, liveries, and a wide range of outdoor organizations in regards to providing them with ACA Instructor Certification opportunities. The money that is raised from the National Paddling School is then donated by the membership of the seven state Dixie Division to various paddling and water conservation organizations. Go to www.dixiedivision.com for more information!

PROPOSED UNITED KINGDOM INTEGRATED PREVENTION MODEL

Peter Brown and Sarah Etheridge
Maritime and Coast Guard Agency

The MCA Vision: To become a 'World Class' agency.

Our vision statement: Safer Lives, Safer Ships, Cleaner Seas.

SAR Response and Prevention overviews:

Emerging Issues: UK SAR Region (UKSRR); UK SAR Helicopter Resources; Emergency Towing Vessels; RNLI Lifeboats.

Prevention is defined as activities that reduce the frequency of incidents within the UK SRR and to all UK Flagged ships, wherever they operating around the world. Activities that lessen the severity of those incidents that actually occur.

Prevention in the UK context: Reducing incident frequency and severity may be accomplished by a blend of education, public relations & media management, codes, certification. legislation, survey, inspection, security & detention and prosecution.

Incident severity can be further reduced by: An effective SAR response & management Infrastructure; A matched SAR response capability (matching incident types to SRU capability); A matched Counter-Pollution & Salvage capability; and a decision-maker (SoSREP) with powers to Intervene and direct during major incidents.

Emerging issues for UK SAR include: incident trends, education not legislation; finances; new technology (IT)/ staff issues; data and who is best placed to deliver Prevention.

Meeting emerging SAR demands & Priorities: developing multi-skilled staff – supporting a matrix organisation; multi-faceted SAR resources, not just SAR capable, but prevention capable also; UK integrated prevention planning system; changing our culture - more prevention partnerships like SAR.

SURVIVING OUTDOOR ADVENTURES

Michael Jones and Steven Campbell
Alaska Marine Safety Education Association (AMSEA)

Schools Project: Surviving Outdoor Adventures

Goals of curriculum and related courses:

1) Introduce standards-based, Alaska-relevant, K-12 outdoor safety teaching materials
2) Review information and participate in hands-on learning
3) Nurture and expand the network of outdoor/marine safety instructors who work with Alaska's school-aged youth

Descriptions and Definitions: What is AMSEA?, What is "Surviving Outdoor Adventures?" and How and why did the schools program begin?

For the period of time between 1988-1992, Alaska's drowning rate was nearly 10 times the national average; for the period of time between 1988-1996, NIOSH reports 101 drownings in Alaska among people 19 years old and younger; and for every child death by drowning, 2 to 10 children are hospitalized, 5 to 20 who are hospitalized after near-drowning suffer permanent brain damage, 8 to 40 additional children are seen in emergency rooms and released.

Populations at Risk: Children under 4 years old; Youth 15-19 years old. Rural Alaskans have approxi-mately 92% of Alaska drowning deaths are among males, 15-19 years old.

Cold Water Safety and Survival: Surviving Outdoor Adventures, Volume 2, Grades 3-12;

Land Safety and Survival: Surviving Outdoor Adventures, Volume 3, Grades 3-12;

Small Boat Safety and Survival: Surviving Outdoor Adventures, Volume 4, Grades 3-12;

SOA Curriculum: Lesson Plan Anatomy - "Surviving Outdoor Adventures" is standards-based, incorporating standards from the language arts, geography, mathematics, science, arts, skills for a healthy life, and employability content areas.

"Surviving Outdoor Adventures" lessons build student Assets, including: safety (10), youth programs (18), school engagement (22), responsibility (30), planning and decision making (35), personal power and control (37), and self-esteem (38).

"Surviving Outdoor Adventures" lesson plans incorporate Higher Order Thinking Skills (HOTS), such as: logic, sequencing, vocabulary development, and summarizing.

How? Workshops, in-services, for-credit courses.

Half-day in-service: Introductions; Seven Steps to Survival with Personal Survival Kits; Hypothermia 101: Definition, Recognition, Prevention, Treatment, and Boating Safety Stations and Stability.

Full-day in-service = same as above, but more in depth. Workshops, in-services, for-credit courses.

Half-day in-service: Introduction and introductions; Seven Steps to Survival with Personal Survival Kits; Hypothermia 101: Definition, Recognition, Prevention, Treatment, and Boating Safety Stations and Stability

Full-day in-service = same as above, but more in depth. Workshops, in-services, for-credit courses: 16- or 32-hour courses, 1 , 2 , and 3-credit opportunities. The credit through University of Alaska system, with content and schedule adjusted to regional issues and calendar. These conducted in and out of Alaska.

Classroom Component:

Foundation / background information, practice skills, games, preview and review activities.

Practicals - Pool Session: PFDs; Immersion suits; life rafts, and gear maintenance.

Content: Practicals - Cold water session; Practicals - or not-quite-as-cold water session; Practicals - Shelter building and overnight.

Who takes the course or uses the curriculumand where do they go with it all next?

Teachers, Teacher aids, Principals and administrators, State park rangers, Army Corps of Engineers rangers; USCG and USCG Auxiliary instructors.

ROUNDTABLE DISCUSSION OF THE PADDLESPORT EDUCATION LEADER FORUM

Pam Dillon, American Canoe Association

Stakeholders in paddlesport delivery and education discussed their organization's efforts in paddlesport safety and participation. Participating organizations included American Camping Assoc, AAHPED, Boy Scouts of America, Professional Paddlesport Association, Coast Guard Auxiliary, US Power Squadrons, Trade Association of Paddlesports, NASBLA, American Assoc. for Leisure and Recreation, Association of Experiential Educators, and National Recreation and Park Association.

9:50 - 10:10 Breakouts

THE STARK COUNTY PARK DISTRICT AQUATIC PROGRAM

Boating Education Advancement Award Winner, Northern Region

Christy C. Morgan, Stark County Park District

I am employed by the Stark County Park District as a wildlife rehabilitator/naturalist; this being my 10th year. Stark County Park District's main office is located at Sippo Lake between Massillon and Canton Ohio.

The Mission Statement of Stark Parks is: "To acquire, preserve and develop natural areas for the purpose of passive recreation, conservation, education and outdoor nature appreciation".

Stark County Park District is comprised of eight parks throughout Stark County Ohio and has been instrumental in the restoration of 25 miles of the Ohio and Erie Canal towpath within the county as a multipurpose trail suitable for hiking, bicycling and equestrian use. Six of our parks have lakes and ponds in addition to the Ohio and Erie Canal and the nearby Tuscarawas River. These features present ideal locations for a variety of aquatic programs for the public to experience. Thus our quest to develop and present boating safety and education programs for people is enhanced by utilizing each of these unique aquatic environments.

Thanks to grants offered by the Ohio Department of Natural Resource: Division of Watercraft, we have been able to develop and offer a variety of aquatic programs for the public using both canoes and kayaks. This is in keeping with our mission of education and passive recreation opportunities for the public.

The Aquatic Program is one of Stark Park's most popular activities and continues to grow and evolve as we strive to reach as many people as possible so that they can experience boating safety and education opportunities.

This is a list that illustrates our aquatic programs offered by Stark Parks to scouts, schools, senior citizens , families and the general public. I will now go into detail about each aquatic program offered by Stark Parks.

OBEC - we offer a three evening class (three hours each night) plus an eight hour all day weekend class usually on a Saturday. This is to accommodate the public's work schedule.

C.A.S.H.- Canoeing And Safe Handling - This was the first aquatic program developed at Stark Parks. It was presented to ODNR Division of Watercraft in a grant application; written and submitted in 1996.

The goals and objective of the CASH program are to

provide a boating education / safety program for people who do not have access to boats, boating equipment, boating activities or bodies of water. Stark Parks has a variety of lakes, ponds and access to not only the Ohio and Erie Canal but also the nearby Tuscarawas River. These locations offer opportunities for both flat water and moving water classes utilizing canoes and kayaks.

Since it conception the CASH program has grown from nine canoes, one canoe trailer, 25 PFDS and related equipment to 17 canoes, two canoe trailers, eight kayaks, one kayak trailer and three times the original safety and related equipment. When I wrote the original grant I never dreamed that the aquatic programming at Stark Parks would grow and expand not only in the variety of boating education and safety programs offered but also the wide expanse of the public sector being reached.

The CASH program contains four "stations" as follows:

Station #1 – is attended by all of the class students at the same time. It includes filling out a float plan, proper clothing to wear (discuss hypothermia) and a PFD "fashion show highlighting the various types, styles and proper uses. An 8 minute video: "You're in Control – a Guide to Safe Paddling" is also viewed. It is produced by the National Livery Safety System. Additional videos used are the "Quick Start Series" for either canoes or kayaks. These are produced by the American Canoe Association; U.S.Coast Guard, and Recreational Boating Safety- Walup Brough Fund.; and "The Test Files" Produced by the Ohio Department of Natural Resources - Division of Watercraft. At the conclusion of these activities the total class is divided into three groups of even numbers. Depending upon if the location is on open water or at a pool determines what activities will be at these three stations as follows. At this time ALL students and instructors put on PFDs.

Station #2 – Poolside shallow end: Throw bags and PFD activity. Students learn how to use a throw bag for water rescue both as "the victim" and "the rescuer". They also learn the importance of wearing a PFD before ending up in the water by first throwing in their PFD into the water, jumping in after it and then attempting to put it on correctly while in the water.

Station #3 – Poolside middle area: Canoe swamping and self-rescue. This involves a team of two students in a canoe practicing swamping and emptying their craft using several techniques. They also practice rescuing a second swamped canoe by the "boat over boat" methode. Three instructors are preset at this station.

Station #4 – Poolside deep end: Paddle strokes and actual entering, exiting and propelling a canoe with a team of two students using two canoes. Initially the students while on land are taught the parts of the canoe, and paddle; how to properly size a paddle for use; each given a paddle and able to practice the basic strokes poolside; how to safely enter and exit a canoe.

Station #2 – Lakeside: PFD types proper use, throw bag types and uses. Students practice throwing the bags on land as "the rescuer" and "victim".

Station #3 – Lakeside: Parts of the Paddle, proper way to fit the paddle to you ; paddle strokes practiced while on land, parts of the canoe and safe ways to enter and exit the canoe; checking a buddy for proper fit and fastening of their PFD.

Station #4 – Lakeside: Students pair up and actually practice entering the canoe, practicing the basic paddling strokes on the lake, navigating an obstacle course and switching paddling seats (bow o stern, stern to bow) and exiting the canoe.

When people have the opportunity to experience boating education on the water through an aquatic program they not only discover the enjoyment of boating as recreation, but also the added benefit of natural aesthetics and wildlife that water provides. Appreciation of water as more than something to drink and wash with results in a desire to preserve and conserve it. A spin off class of the aquatic program that we offer is water quality monitoring at our lakes. Students become fascinated by the micro and macro organisms found in water. We also utilize an "enviroscape" from the Department of Soil and Water to illustrate the effects of erosion and sedimentation into water systems due to poor management of flood plain areas. The importance of preserving wetlands as a natural "filter system" is highlighted.

Community partners and support are a valuable resource for aquatic programs. For example local YMCAs, school natatoriums, canoe outfitters, fishing organizations and marinas to mention a few. In a joint effort with a variety of community organization, Stark Parks host fishing derbies. These special events bring both adults and children outdoors for a day of fun.

This is our annual fishing derby at Sippo Lake near Canton and Massillon Ohio. Sippo Lake is an 94 acre lake complete with marina, boat rentals and the famous Sherban fishing pier which at one time was the longest fishing pier on an inland lake in Ohio. With aquatic programming, partnerships are a wonderful asset. The Berkley Fishing Team supplies, rods, reels, fake bait, bobbers and trophies for young participants in our fishing derbies. You might say that these derbies are "instant" events. Because of our great partners in the community all we do is add the water by providing the ponds and lakes.

This is our annual fishing derby at Petros Park, The lake is approximately 4 acres in size and is suitable for flat water canoeing and kayaking. This derby is for the youngsters in the community.

With a grant from the Division of Watercraft, we were able to purchase the character costume of "Splish" the aquatic crash dummy. A volunteer dresses up as "Splish and enhances our boating education and safety

displays at all of our derbies. He is an instant hit with children of all ages as he hands out boating safety flyers, stickers and posters.

Stark Parks offers the public pontoon boat rides several days each week on Sippo Lake and Walbourn Reservoir. Participants enjoy a leisurely trip around the lake observing the natural highlights and listening to a naturalist talk about the unique features of each area. This boating style is ideal for people with disabilities because it provides a stable craft for their aquatic experience. Special events offered by Stark Parks are prime opportunities to expose even more of the public to boating education experiences. Some examples are: Spring Fling – This is held at Walbourn Reservoir near Alliance, Ohio each May. We present our CASH program in addition to partnering with the local"Appalacian Outfitter

OPERATION PATRIOT READINESS

Dick Clinchy, U.S. Coast Guard Auxiliary

District mapping, Surge operational support – During MARSEC 2 & 3,Personnel backfill, Readiness Exercises, RBS initiatives – Waterway Watch and other Auxiliary MDA activities, Vessel Safety Checks, RBS Program Visits, Foot & Vehicle Patrols ashore as well as On water patrols were all described.

WHY WE NEED THE PUBLIC: There are over 13,000,000 registered boats; Likely 20,000,000 additional; Over 70,000,000 boaters, millions whose livelihood is boating. This is an impressive force of eyes and ears.

Tools we are using: Six-panel Waterway Watch brochure, Two-sided weatherproof vinyl sticker, VHS/DVD presentation, WW in every CGAux public ed. class; All CG Aux members trained in WW

All print support materials made possible by a generous grant from the Nationwide Companies – A tremendous public-private partnership

WHAT TO DO…

1) Observe and report. NEVER approach someone who may present a risk to you personally. You know what's normal and what's not…first, report your location then
2) Provide details…description of: Individuals, Vessel or vessels, Activity.
3) Take notes

COOPERATING AGENCIES include: US Coast Gurad, Department of Homeland Security, US Coast Guard Auxiliay. All providing information to: Bureau of Immigration and Customs Enforcement; Federal Bureau of Investigation; United States Department of Justice.

All dedicated to Homeland Security.

WHAT TO WATCH FOR:

Anyone loitering near a boat or waterfront facility without apparent reason or purpose;Anyone trying to forcibly access a boat or waterfront facility; Any suspicious person trying to rent a boat but obviously unfamiliar with boating; Any person who appears to be "casing" a boat or waterfront facility; Anyone photographing, sketching or videotaping waterfront facilities without apparent purpose; Anyone who appears too eager to use boating "lingo"; Boaters who appear under the control of another party; Boaters or others on the waterfront who seem to make an obvious effort to avoid contact with others; Boats with unusual or obviously inappropriate modifications; Cargo or loads that may be explosives, chemical containers or weapons; Diving or boating activity near dams, hydroelectric facilities or nuclear plants; Any boater dumping liquid or solid materials overboard in reservoirs; Any boater dropping unusual objects overboard near naval vessels, critical infrastructure installations, hydro- or nuclear power plants or dams and Any suspicious activity that to you, appears out of the ordinary.

WHAT YOU CAN DO

1) Call when you observe suspicious activity;
2) Display your WW decal;
3) Share the brochure information and
4) Tell others about Waterway Watch

SEE SOMETHING? DO THIS: IF IT'S AN EMERGENCY – CALL 911 IMMEDIATELY

Otherwise: Take notes, take photographs if you can safely do so, and report what you have seen.

PERSONAL WATERCRAFT RESCUE/PATROL TRAINING STANDARDS

John Donaldson presenter, Shawn Alladio author

Everything changes, in the early days a PWC was a recreational 'toy' that later became a staple of thousands of agency uses from swiftwater, surf, and flood applications saving lives and property, monitoring marine life, environmental studies and as a military safety transport vessel. Personal Watercraft (PWC) commonly referred to as a "Jet Ski", have revolutionized modern recreational boating worldwide with the introduction of a small, highly maneuverable jet powered craft. This craft was first introduced in 1977 when Kawasaki released their first 'stand-up' version and also placed these craft in lifeguard departments on the East and West coast of the United States. The program became a professional platform once the product changed from single person operated craft to the popular 'sit down' versions currently in use today.

In 1978, the City of Huntington Beach in California was one of the early pioneers that included Kill Devil Hills Lifeguard Beach Service and Taft/De Lake/Nelson volunteer fire department in Oregon who still use stand-ups to this day for their ocean surf rescues. Various manufacturers have introduced their own product line and

the industry leaders formed an associate program under the Personal Watercraft Industry Association with the advent of the sit down craft in 1989. This associate body introduced the first 'professional' training program under the Wave Ranger courses in the early 90's. The Public Agency Law Loan Program was promoted through local participating dealerships which loaned product to government agencies for a specified amount of time. Nowadays four stroke technological advances are replacing two stroke PWC's, the vessels are becoming heavier, environmentally 'friendly' and more stable than early predecessors.

K38 began instructing professional athletes in PWC use for races under the International Jet Sports Boating Association, through Shawn Alladio and her background use and knowledge which began in 1979. In 1989 Shawn became a professional IJSBA Pro Racer, she first began working with local law enforcement and from there with various manufacturers and in 1994 K38 was born to better serve the growing occupational training need. K38 began constructing courses for fire, law, lifeguard, military and special use, and also worked big wave surfing events, races and other on-water promotions, in conjunction with a primary sponsorship with Yamaha Waverunners worldwide. Shawn was appointed to a PWC Task Force through the Department of Boating and Waterways in 1994 and to date has volunteered on many PWC programs and projects for the department relating specifically to PWC topics. In 1996 Shawn provided the first pilot POST programs for the California Department of Boating and Waterways, and was instrumental in the Departments current POST PWC Law Enforcement courses for Inland, Swiftwater and Open Water programs. K38 has trained thousands worldwide since 1989 having the longest training and background record encompassing every aspect of PWC use, and setting standards globally on every level of operational need in various fields.

The PWIA law loan program is still in effect and has gained wider use, which today includes the following craft listed below. Some agencies are using a towable device called a 'rescue board' behind the stern deck of a PWC for rescue and patrol solutions:Kawasaki-Jet Ski; Honda-Aquatrax; Yamaha-Waverunner; Polaris-Genesis; and Bombardier-Sea Doo.

DEFINITIONS: PWC-A personal watercraft is a Class A Vessel, less than 16 feet in length powered by an inboard jet pump driven system. Sometimes referred to as PWC Rescue Boat (PWCRB)

Engine assemblies currently available or in use: Two Stroke Technology and Four Stroke Technology.

USCG-United States Coast Guard

PFD-Personal Flotation Device

POST-Peace Officer Standard of Training

Rescue Board-Tow able litter attached to the stern deck of a PWC, which enables a PWC operator to contact victim(s) lower to the water line for transport purposes whereas more difficulty would be encountered due to timeframes and load limits if placed on rear seat.

1) Pre-requisites: Boating education, swiftwater shore based rescue, surf training applicable to water training type and location and agency recommendations
2) Basic water types: Open Water, Surf, Swiftwater/Flood
3) Agency appointment that uses Personal Watercraft
4) Strong swimming ability with agency required apparel and USCG approved lifejacket and water helmet (fall on board can render operator/rescuer unconscious-PFD will float person to surface and possibly prevent drowning)
5) Physical Conditioning which compliments and 'active ride', no previous injuries that would prevent an operator/rescuer from performing work duties in dynamic water conditions
6) Vessel Weight Capacity: Only a 3-4 person capacity PWC will be permitted for occupational use due to size and load limits and liability issues

K38 – Course Prerequisites and Materials

The following student prerequisites apply for this Personal Watercraft training course:

1) Ability to swim wearing a United States Coast Guard approved lifejacket and water helmet, and a full wetsuit or drysuit, or other approved agency equipment or apparel, no bathing suits. (Instructor assessment may be conducted during the course and utilized by departments for proficiency standards for personal safety);
2) Student must be currently assigned to an agency boating unit that operates Personal Watercraft or will be shortly including them in their marine unit and is acquiring training in advance;
3) Student must have supervisor approval for course attendance and participation to satisfy job requirements;
4) Successful completion by student of a Personal Watercraft written exam (listed in pre-registration);
5) Student registers for personal development and is not associated with an agency specified in registration process. (agencies accept certification);
6) (if using a rescue board on duty) Ability to swim wearing approved agency equipment/gear and swim with a victim back to PWC under designated timeframe and water condition.

PERSONAL WATERCRAFT OPERATION - CLASSIFICATION REQUIREMENTS

All required hours of training or physical fitness standards are established from professional guidelines of K38 Water Safety, United States Life Saving Association, Rescue 3 International or other agency approved equivalents. Training ability in certification is dependent upon the actual training weather and water conditions at time of certification. This will determine the student ability in technically handling the craft, additional equipment, crew and victim approach/transport. This level a student has

trained under is the current level of competency. Advanced training must take place where the water/weather challenges student's skills and abilities, along with physical conditioning and other training factors such as medical and transport.

K38 Water Safety strives to provide the training ability and philosophies for rescue boat/patrol operations and crew, to assist people imperiled in the surf line, open water, beach zones, jetties or rivers, lakes and other waterways utilizing a Personal Watercraft. These services are accomplished through successful completion of a comprehensive PWC Rescue Boat training course. The use of the Personal Watercraft (PWC) would be deployed when and where a conventional pickup by larger patrol vessels would place crew and/or equipment at risk.

Personal Watercraft may also be used for routine vessel patrol or related work, where a small craft with a low draft would provide advantages in shallow water or close to shore in the following circumstances: Boating Law Enforcement-citations, enforcement, safety, rescue, homeland security; securing a tow line to a beached vessel; securing a tow line to a small craft for vessel assist; close quarters access under piers or near rock jetties, rock outcroppings, capsized vessels; Search and Rescue; ferrying equipment; surf rescue in rip currents, impact zone; assisting injured marine wildlife such as mammals and water fowl; and collecting floating debris from boating collisions, downed aircraft and accident investigations, insurance fraud.

K38 Operational Training Guidelines:

1) Fundamental Operational knowledge of jet driven vessel, hull configuration, weight capacity and engine dynamics (four and two stroke)
2) Manufacturer information, boating nomenclature, mfg types and vessel descriptions, PWIA Law Loan Program information and concerns
3) Pre Operations and Post Operations of vessel inspection, preventative maintenance, rescue board or other utilities used, including personal gear assigned
4) Capsizing/Re-boarding (single/tandem with given timeframes of completion)
5) Docking Procedures (single/tandem)
6) Usage of deck space of Personal Watercraft for coming alongside vessel (stopped or underway), shore based, object, person, using port-starboard-stern sections of the craft (single/tandem)
7) Towing a downed personal watercraft (attachment points and tow line packages)
8) Trailer usage and available totes/launching
9) Equipment that can be stored on board for patrol use or emergency situations
10) Riding techniques, positioning and water/weather conditions while underway
11) Trim considerations of vessel including all payloads and or passengers, add on parts or use of rescue board, weight transfers in various water/weather conditions
12) Technical boat handling skills at slow speeds, mid and high speeds including evasive maneuvers, cover for safety, vessel stops, beaching a PWC, rough water conditions and considerations, confined spaces and tight quarters (including obstacles) with or without a rescue board attached
13) Environmental concerns, public perception, and marine life
14) Intake clearing of the jet pump from debris, inspection and familiarization with various hazards that could damage the pump system and solutions to clear the debris and timeframes
15) Communications: Personnel communication difficulties and solutions, types of electronic communications, whistle blasts, and hand signals
16) Accident Risk Assessment and Team Coordination Training
17) Rescue considerations with or without a rescue board, single person pick-ups, multiple victim extrications in various types of water and weather conditions, unconscious, conscious, injury, exposure related issues, including hazardous materials and contamination/exposure.
18) Successful Completion of final exam(s) including skills observed or performed per group drills or demonstrations

NOTE: All craft on the law loan program are not permitted to modify the hull without written consent from the dealership authority. All PWC's must be maintained by the dealership agreement for periodic maintenance and use of required lubricants or other specified recommendations.

Warranties can be voided if hulls are modified or instructions from dealer are not adhered. This includes cowling/hood/seat straps and attachment points and rescue board use, wear and tear. PWC's are to be returned in 'near new' condition or agency is required to compensate for damages.

K38 PREREQUISITES REQUIRED TO BE QUALIFIED AS A BOAT OPERATOR (32 hours)

Here are suggestions and references to help agencies or administrators decide or implement necessary outlines, performance schedules, proficiency standards or budgetary employee concerns regarding implementing a 'training standard'.

1) Successful completion of at least 32 hours training by a qualified PWC training agency or such. The training shall consist of surf rescue, swift water rescue, flat water rescue, or special use
2) Successful completion of at least 8 hours of in-service training by a qualified BOAT OPERATOR which shall include any/or agency PWC training programs or such as according to agency standard operation procedures for training/proficiency purposes.
3) Successful completion of the physical fitness, swimming

standards required of all Agency Personnel annually as specified by that agency or subsequent associate guidelines.

The above 32 hour minimum and fitness standards shall qualify personnel to operate a PWC for District/ Agency purposes within designated areas inside and outside of the harbor/launch/beach zone, or river/lake locations with the following exceptions:

The training shall not allow personnel to perform patrol operations or rescue work, operate in calm waters or the surf line or closely adjacent to the surf line while outside the harbor, as outlined by agency protocol. Or operate in Swiftwater Class (flood) ranked waters beyond training level or abilities per water conditions at time of deployment.

NOTE: Each of these recommended pre-requisites should also require personnel to take State or Federal Boating education exams from either Approved National Association of Boating Law Administrators (NASBLA) approved courses, USCG Auxiliary, Power Squadron, or other available boating course.

K38 PREREQUISITES REQUIRED TO BE QUALIFED AS A RESCUE/PATROL BOAT OPERATOR (100 hours)

This is for advanced dynamic water conditions such as heavy surf zones, or swiftwater 'high' classes. Successful completion of the 40 hour requirement for a Boat Operator and the following:

1) Successful completion of at least 24 hours of surf rescue training within the last 2 years by a qualified surf rescue training agency (or a swiftwater rescue training agency, or other specified.)
2) Successful completion of at least 36 hours of additional training by a certified PWC training agency in rescue work, a rescue boat handling course by the Department of Boating and Waterways, private organization, NSBC approved PWC instructor or additional in-service training by a qualified RESCUE/PATROL BOAT OPERATOR
3) Successful completion of a 500 yard swim in 12 minutes or less every six months

K38 PRESREQUISITES REQUIRED FOR QUALIFICATION FOR AN ADVANCED RESCUE/ PATROL BOAT OPERATOR (140 Hours)

Successful completion of the 100 hour requirement for a RESCUE/PATROL BOAT OPERATOR and the following:

1) Successful completion of a 500 Meter swim in 10 minutes or less every six months
2) Successful completion of all recommended standards to be met and maintained by the United States Lifesaving Association (USLA) for an Aquatic Response Team Member (See attached USLA guidelines)
3) An additional 40 hours of on-water training

The above completion of the USLA standards and in-service training shall qualify personnel to operate PWC for District/Agency purposes in all designated areas and in surf conditions of up to 15' feet on the face, and Class 3 Swiftwater as approved pre training and hazard assessment.

K38 PREREQUISITES REQUIRED TO BE QUALIFIED AS A 'RESCUER' ON PWC CREW

Successful completion of a 32 hour PWC Rescue Boat Handling Course in chosen type of water conditions such as swiftwater, open or surf line. Some agencies limit personnel due to seniority or training backgrounds, this level qualifies a 'rescuer' to use a PWC in an emergency situation in case the 'operator' is injured, or swept away form PWC and allows the 'rescuer' to retrieve the craft and travel to a safe zone or transport injured 'operator' as needed. 1)Successful completion of a 500 Meter swim in 10 minutes or less every six months and 2)Successful completion of all recommended standards to be met and maintained by the United States Lifesaving Association (USLA) for an Aquatic Response Team Member (See attached USLA guidelines).

K38 OPERATOR CLASSIFICATIONS

All qualified operators shall be classified in one of three categories:

1. Boat Operator
2. Rescue/Patrol Boat Operator
3. Advanced Rescue/Patrol Boat Operator

The classifications establish requirements for operating the watercraft in specific circumstances and ocean or swiftwater conditions. The intent of the classification system is to provide safety constraints for operators so they don't place themselves, crewpersons or the public at risk by exceeding their ability or experience level.

All personnel who work with a Personal Watercraft for Rescue and Patrol (i.e. 'rescuers on rescue boards or crew persons), must have PWC operating instruction. This is in case of an emergency where the Rescue/Patrol Boat Operator is taken out of service by an injury, separation from the craft or necessity for other duty functions that require risk management and assertive behavior under diverse situations.

Example One: An employee or volunteer of the District who is classified as an 'Boat Operator', does not have to possess training in surf rescue or have a high swimming ability to operate the watercraft. They may use the craft for patrol, related work or training; however they are not allowed to perform direct rescue work, patrol or train near the surf line. Rationale:

1) Making contact with panicked victim(s) in the water can place operators and victim(s) at risk without prior surf/ swiftwater rescue training or lifeguard or swiftwater technician level 1 training.
2) Operation in surf/swiftwater conditions can also place operators at risk if they do not have a higher swimming proficiency.

NOTE: Swimming with a lifejacket also presents additional time factors and physical strain.

Example Two: An employee or volunteer of the District who is classified as a 'Rescue Boat Operator must have

training in surf/swiftwater rescue and meet higher swimming standards to operate in the surf/swiftwater or for rescue purposes.

The following student prerequisites apply for this Personal Watercraft training course:

Students must have a strong swimming ability in case of separate from their personal watercraft while underway

Swell, drift, current and wind can quickly move your Personal Watercraft away from your location. Swimming strength is necessary because you will be using a lifejacket and helmet. A rescuer may also be stabilizing or swimming a victim back to the PWC.

Proficiency: Failure to maintain skills through lack of training or physical fitness standards will compromise safety and or equipment. Therefore, operators who do not maintain the required training frequency and standards for their classification shall be restricted from operating personal watercraft, as designated by the Harbormaster, Chief, Team Leader, or governing Administrator.

WATERWAY TYPES OF USE

Personal Watercraft can be used in the following waterways due to their hull designs and jet pump technology. These vessels are highly maneuverable and can navigate where traditional vessels cannot operate due to certain conditions:Open Water; Surf line/Impact Zone; Shallow Water Habitats; Flood Control Channels (seasonal conditions apply); Swiftwater; Lake; Special Use-amusement parks (manmade facilities)

Personal Watercraft can have the following Limitations:

Personal Watercraft were fundamentally designed as recreational watercraft and are not specifically designed as a rescue or patrol vessel. Due caution to operate a PWC in a manner consistent with the scope of training, public perceptions, environmental considerations, operator qualification, and manufacturer recommendations must be observed at all times.

Weight Capacity (Up to 530lbs on 3 person capacity Waverunner 2004 models); can capsize or sink/flood engine or storage compartments; limited equipment storage capacity; limited crew availability; limited on board deck space for victim(s); launching/Retrieving in rough terrain or soft sand-weight of craft; and/or instability of vessel if overloaded, especially in rough water conditions, or using a rescue board that changes the original design trim/riding characteristics.

TRAINING STANDARDS/DOCTRINES MUST BE THE PRIMARY CONCERN FOR AGENCY CONSIDERATION OF PERSONNEL SAFETY, LIABILITY AND PROFICIENCY OF JOB NEEDS

Human error is responsible for 80 percent of boating accidents. These mistakes can cause accidents to happen for a number of reasons. This percentage reflects on the recreational boating community, occupational use can embrace a higher risk assessment due to the nature of operations, including lawsuit potential. Other times operators themselves can create these accidents, or by a higher command in a leadership role, or due to the victim(s) or perpetrators themselves during a rescue/patrol operation or additional environmental contributions. 'You are only as good as your last operation or training.' There are five major elements in human error that can be analyzed and subsequently addressed in relationship to how they apply to boat operators. This outline will help your agency identify their risk potential and allow for timely intervention. 1)Self Discipline; 2)Leadership; 3)Training; 4)Doctrine/Standards: Do not exist; Are not stated clearly; Are not practical and 5)Support.

United States Lifesaving Association Water Training Guidelines: 1000 METER SWIM UNDER 20 MINUTES, 200 METER RUN, 400 METER SWIM, 200 METER RUN UNDER 10 MINUTES.

HOMELAND SECURITY AND INDICATORS PART I

Mike Daron, U. S Coast Guard Tracen

This session was the introductory portion of a two part series. The speaker addressed the continued emphasis and challenges to homeland security issues relating to our nation's waterways.

11:10 - 12:00 p.m. Breakouts

KIDS FISHING CLINIC WATER SAFETY BOOTH

West Marine Youth Award Winner 2004
Andrea Davis, St. Paul Sail & Power Squadron

Background of why we applied for grant.

Believed in effectiveness of project, needed more money than squadron could supply, only way to win was to do paperwork for grant, and felt strongly that the entire Fishing Show concept was easily duplicated.

Description of Ron Schara's Fishing Clinics' Water Safety Booth

How to set up; Who is Ron Schara; Supplies needed; Explanation that the Water Safety booth was a very natural part of a Fishing Clinic.

How to for entire clinic and then specifically for the Water Safety Booth.

Questions:

Final results: Because the presentation was listed simply as West Marine Youth Safety Award, many registrants felt that it was for the winners, not a presentation by the winner. Only 6 persons sat in on the presentation so it

was very easy to do an informal presentation with a longer questions and answer time and give specific information to the participants.

BOATING SAFETY SOLUTIONS…RIGHT OUT OF THE BOX, NO ASSEMBLY REQUIRED

Bob Green, US Power Squadrons and Ted Rankine, CSBC & Dual Media

First we would like to know who is here and what kind of jobs you have in boating safety? Educators!

Next, how many of you have seen this tape? National Safe Boating Test How many of you have used it in your teaching? Well today we are going to spend a little time with these tapes and some others and help you to use parts of them to integrate into your educational programs.

But first, don't let the sub head of the presentation 'NO ASSEMBLY REQUIRED' mislead you. There is always some assembly or rather, at the least, interaction necessary for everything we do as boating safety educators and that is a good thing because our involvement adds relevance and substance to each and every educational experience that we have with boaters. But what we are going to do today is provide you with some content to help you get your boating safety points across. You know the ones, the ones that we have been trying to promote for years.

As hopefully you will all agree, there is nothing new about what we are trying to educate boaters about. The things that we have been working on for years have not changed much over time. What has changed are the ways we try to get our points across. The world is continually changing and what we as boaters or rather people respond to has changed as well so we do need to keep up with the times in order to get our message across.

First I want to ask you what are the main points that we have been trying to get across.

Question to the audience:

Show slide from 1971. It shows that things just haven't changed all that much. Now I do have to admit that the style of getting the point across has changed. I don't think that this slide is really contemporary enough to make the points necessary for the year 2004 and have them readily received. But what we are going to talk about and show you today has the potential of helping you get your points across.

So here is what we will cover. We are going to talk about the product or rather content that you have available to you; what we already have in a box or rather a few boxes that you can start to use in your next class or next interaction with student boaters or the general public, so in a way it is kind of ready to use -right out of the box.

Next we will cover some areas that we feel are most relevant to use to provide an insight into a topic or issue that is not as easy to convey without some sort of visual support. And as part of the that discussion, we will also identify some things that you might be able to do yourself to enhance you educational sessions; some stuff you can go out and do yourself with your students which will really will make the point and drive the lesson home.

In 2000, in conjunction with the USPS and USCG we created and aired on National Cable the first national safe boating test. (don't talk about costs). It was created as part of the Wallop Bureaux funding process. In addition to the broadcast, the program was also reproduced into 10,000 copies that were made available to boating safety educators and were incorporated into a lending library program at each and every west marine store across the nation.

The basic details include: 5 shooting locations: to provide a good coast to coast relevance for the viewing audience; 22 multiple choice questions were posed: these questions gave a basis of interaction with the audience and kept interest throughout the show and / or the distributed videos. The questions covered a wide variety of areas of boating and allowed for not just providing the answer, but also proving it and reviewing it through presentation, example, tests and actuality; Streeters. To help make the program relevant and to assist the audience in not feeling that they might not be as smart as they would like to be, we asked the 'boater on the street' the same series of questions and intercut their responses with the program. Some were the correct answers, most were not. AND, Tests and demos: throughout the program we ran mini tests and examples to help prove our points. They include things like a couple of life jacket demonstrations where people were charged with the task of jumping into a swimming pool, having a bunch of lifejackets thrown in and then having to find and don a suitable one. We also went from boat to boat on the water, at the dock and at launch ramps to see how fast the folks onboard a boat could find and don their life jackets, things like that.

The second program called the USPS guide to safety equipment was one focused on, well what else, safety equipment; what you need, how to store and how to use it. Mixed in were lots of tips and ideas to help make the learning more interesting and relevant.

So lets start with an example..

- Now this is the type of thing that helps prove a point about why you should be wearing your lifejacket because putting it on in the water is not as easy as it might seem. "Well, now I sound like a boating educator trying to get a point across without something that the audience can sink their teeth into, so why don't we just show you what we mean and you can see for yourself how it not only proves the point, but in fact could easily be used by you .just like it is .right out of the box the next time you want to make the same point."

Do a bit of a summary of what and how this could be used, as a proving example for a classroom or even as a hands on pool demo and.talk a little about the challenges found with the pool thing. Get the people to turn around a

few times, tangle the straps, etc.

And you know, the thing is, sometimes the most experienced and competent folks might be the ones least likely to make this stuff happen.

Witness the results when we visited a marine cadet college, the citadel in South Carolina and got the cadets there to do the same thing.

If you want to show how to, the tape provides for that as well.

OK lets stay on lifejackets a bit because it seems to be the first and foremost issue that we are trying to deal with. The campaign kind of proves that out.

This is one step closer to how disasters happen on the water. If you are lucky enough to get your lifejacket into the water with you, even if you have trouble getting it on, at least you have something close by to float on till you figure it out or until help arrives.

But what about finding it in time, .and lets take it one step further - not just finding it but getting it on before you have to get into the water. When you teach folks that you should not just have it with you but rather have it on you generally need something to help get that point across. In a collision situation, a boat can go down very fast and we wanted to see just how many folks could find and don their jackets in 30 seconds. Now that is a very short time, but keep in mind that these are controlled situations. At the dock or drifting on the water..not under difficult situations, like in bad weather, at night or even worse after a collision and the boat is going down.

Here's what we found and here is what you can use in the classroom to demonstrate the need to wear a lifejacket or at worst to keep it close at hand, let everyone know where they are and to practice getting and donning them.

Best lifejacket demo of putting them on aboard!

OK how about one more with lifejackets? We talk about visibility of jackets especially if you are going to be boating in areas with more open water and less other boat traffic. Those places where if you end up in the water, you run the risk of having to have search and rescue forces come looking for you. Every wonder what a person in a lifejacket looks like during an aerial search and rescue mission? Do you think that your students have ever wondered?

Throughout the tape we combined correct answers with providing information on the answers that even though they might not have been the correct ones, were very important to talk about and demonstrate. For example we had a question about negligent operation and one of the incorrect answers related to restricted visibility operations. The video sure shows what a foggy day can look like on the water and not one that is so bad that you cant see the bow of your boat, but rather one that it would not be unusual to run into on a less than normal boating day.

OK lets talk about safety gear. We can all bring in these (flares) and show the students and talk about their operation and use. But wouldn't it be nice to show them what the flares look like or demonstrate how to fire them. Now you can.

OK now that we have played a bit with fire, how about putting it out, .well hopefully not one caused by the flare operation but in the unlikely but entirely possible event of an onboard fire. The following will help you to get another person into your class to help you cover some important aspects about fire and what and how to use and why:

One of the tapes also covers a demo of how to fight the fire. This is obviously something that can not easily be demonstrated any other practical way in the classroom.

Throughout the programs you will find a few nifty little exercises that you can use in the classroom as is or use them as the springboard to have some fun and do a few of your own. An example is something we did on night boating and a little brain tester to identify a type of vessel and what they are doing.

One of the big responses we had earlier in the session when we asked what are the main topics needed to help change what happens out on the water was Alcohol. And we did not overlook that one. In the National Safe Boating Test we did a little test with some boaters to see how they felt after a few drinks and to check their responses and thoughts against a police breathalizer. This is something else you can use in the classroom.

I want to show you a sample of something we did in another program we created and hopefully in the future will be able to duplicate this exercise for you to use. Drinking and boating clip.

Now there are a few other tapes that are available as well that make good use out of things hard to communicate in the classroom. One is good news stories about lifejackets.. the times that we or rather the boaters were glad that they had lifejackets. The tape is called, saved by the jacket and is based on this booklet with the same name. The tape and book contains real life stories about folks who were saved by the jacket and here is just one of the clips that would add some relevance and reality to your lifejacket education.

Clip from saved by the jacket.

We would like to show you a final thing that we did a while back and brought it to broadcast televison. There is a very large event in Ft. Lauderdale Florida each year, called Winterfest. The highlight of the event is a boat parade through the intracoastal. With a route of about 10 miles, the 100 or so boats all decorated up pass in front of almost one million spectators on the shore and the parade is also telecast throughout the southern states. We had an idea. Why not do a safety float..something that gets a message of safety across. Well we didn't just do one, we did two. For the past 2 years we have entered a float in the Winterfest boat parade with a safety theme. The first year was 'boat smart, boat safe'..the second was a float the promoted lifejacket wear specifically inflatables. For that one we created two 7 foot inflatable lifjackets, developed a backdrop with a couple of people wearing them so the audience could see just what

the inflatables looked like on ..and oh yea also inflated a whole bunch of them on camera in front of the judges and cameras. We won for our category both years and each year, took the float the next evening, Sunday, to another parade and got another exposure.

Clip from parade of lights - maybe a bit from each to modify what was said.

Now the relevance for today is to show you that someone else thought that parades were a good idea too and took this parade idea from the water to the land. Explain the parade entry from the Detroit area.

Finally we want to inform you that we are currently working on a new program ..the second USPS National Safe Boating Test which will go to air on OLN this June and again 10,000 copies will be made available for use just like we have demonstrated here. What you will likely find of interest is two things that are timely and topical. One is a feature on homeland security and the other is a focus on CO poisoning with a very special guest spokesperson,

We thank you for your attention this morning and hope that we have been able to provide you with some ideas that you can take right out of these boxes and integrate them into what you do in your own teachings. It makes us feel that our contribution is one that reaches beyond the creation and broadcast of the material if it continues to do good, helping you with your job and keeping boaters safer and more educated.

BOAT-RELATED CO POISONING: THE ROAD TO PREVENTION

Robert L. Baron, MD
Medical Director, Glen Canyon National Recreation Area
Jane B. Mc Cammon
National Institute for Occupational Safety and Health Denver Field Office

A lot has happened since research started at Lake Powell:

Continued identification of poisonings nationwide

ALL powered boats are of concern (propulsion engines and electrical power generators)

Advancements in prevention efforts

CO: Frequently Asked Questions

1. What kind of boat should I worry about?

Any boat with a motor – houseboats, cabin cruisers, ski boats, etc.

2. Where is the source of the CO?

Primarily boat motors – whether the motor propels the boat or generates electrical power

3. Where is the danger?

On, under, or near any rear deck – in the rear seats – near the exhaust discharge – inside the cabin

4. What is being done about it?

Engineering, education, legislation, legal action

But How Many Poisonings? Is it 505?? There is a lack of recognition & lack of reporting.

In the July 18, 2003, Philadelphia Inquirer, reporter Don Sapatkin said: "Based on an estimated 40% of boat-related drownings at Lake Powell being CO-related, there could be as many as 215 similar drownings per year nationwide."

Outdoor Fatal Poisonings

- Why wasn't the extent of the problem recognized earlier?

  Because it's unbelievable.

After exposure ends, how long does CO remain in the Blood?*

In room air: It will decrease by half every 2 - 6 hours after exposure ends.

Oxygen therapy reduces that time to 1 - 2 hours.

Hyperbaric oxygen therapy reduces it to20 minutes

* Time varies widely by individual

CO in Air

With CO Exposure Concentration of 26 ppm, the World Health Organization (WHO) recommended limit for a 1-hour exposure period.

With CO Exposure Concentration of 87 ppm, the WHO limit for a 15-minute exposure period

With CO Exposure Concentration of 200, NIOSH ceiling limit – should not be exceeded in a workplace

With CO Exposure concentration of 1,200 ppm, the NIOSH immediately dangerous to life and health (IDLH)

With CO exposure concentration of 6,400 ppm, danger of death in 10 – 15 minutes

With CO exposure concentration of 12,800, danger of death in 1 – 3 minutes

In the "Death Zone" Generators and/or Propulsion engines

Fatality examples: COHb & Estimated Exposure Duration:

52 & 59%	3 minutes
55%	several entries
49%	5 – 10 minutes
72%	5 minutes

CO Poisoning Outside the Cabin: Houseboat Generators: Exposed on the deck

Fatality, COHb –54% = 12YO exposed for 30 minutes disappeared from the platform

CO Poisoning Outside the Cabin: Houseboat Generators: OUTSIDE the "Death Zone"

Fatalities COHb – 22% (analyzed 18 months after autopsy). 57 YO exposed for "minutes" diving to free the anchor. And, 62% on 61 YO exposed less than 20 minutes cleaning the scum line.

There is 85,000 ppm CO where the exhaust leaves the boat.

Cabin Cruisers: generators and propulsion engines

Generator-related poisoning – COHb: 15% (measured after 71 minutes of oxygen therapy). Two 9 YO girls near the generator exhaust for 10 minutes.

1.The first girl had difficulty responding to parents when called in for lunch.

Generator-related fatality (same case) – COHb: 39.9%

1. About 30 minutes later, the second girl was found on the bottom of the lake).

Propulsion engine-related fatality – COHb: 89%. A 62 YO resting for 3 minutes on the platform of a cabin cruiser.

Cabin Cruiser Generator: Measuring CO Concentrations at 570 ppm CO 10 feet away.

41,6000 ppm CO measured at the exhaust terminus.

As far as 5 ft. from the exhaust – more than our direct-reading instruments could measure (thus greater than 2,000 ppm), but likely less than measured at the terminus. There was 570 ppm CO 10 feet away with 41,600 ppm CO measured at the exhaust terminus.

The CO of 1 typical boat engine = 188 cars

Stationary "Ski" Boats – Maximum CO Measurements?

10,000 ppm CO measured on the platform with engine idling.

Example: Non-fatal poisonings – COHb: 50 – 75%. A tw YO unconscious after 1 minute of exposure (based on 14% measured after 2.5 hours 02 therapy).

Moving Ski Boats – fatality examples

COHb at 57% - 5 minutes

COHb at 50% - 2 minutes

COHb at 48% - "in minutes"

COHb at 41% - 100 yards @ 5-10 mph

COHb at 61% - 20 – 25 minutes

COHb at 56% - 10 – 15 minutes

Platforms: Ski Boats and Cruisers

There were 41 people poisoned while on the platform - 17 died and 14 lost consciousness.

There were 12 people poisoned while the boat was NOT moving

Lake Havasu History

2002 Labor Day weekend, the CO mid-channel was as high as 650 ppm (greater than 10 times EPA and WHO standards). There were a dozen visitors treated at the hospital that had COHb concentrations of 10 – 28%. Of these, 2 had lost consciousness in the water. There were, from 2001 – 2003 3 fatalities linked to CO exposure and 5 nonfatal poisonings.

Lake Havasu Collaboration

Technical groups involved in gathering data include: Arizona Department of Health Services for Mohave County HD – visitor COHb, NIOSH employee exposures, Lake Havasu city contractor (Sonoma Technologies, Inc.) – general environmental data, and Lake Havasu Regional Medical Center / NIOSH – case identification

All data document a public health hazard from power boats in the busy channel.

High Density of Boats - Lake Havasu, 2003 Memorial Day.

City Employees report that more than 2/3 of CO breath tests (non-smokers) were above recommended limits. The air sampling confirmed CO overexposures during each monitoring period.

Report on visitors yielded one drowning with a COHb of 47%, one loss of conxciousness with a COHb of 47%, and the average COHb of those tested rose from 1% midday to 11% by dinner time with highs of 23% and 26%.

What else is needed?

- Improvements in accident reporting
- Manufacturers – think CO at the design drawing board
- Funding for further engineering control development
- Programs to bring information to the boating public, and
- Better definition of what is "safe".

1st Line Prevention – Engineering

Generators on houseboats: Rerouting exhaust (stacks) is an effective reality

Generators for any boat: Emission control is a reality, but continued effectiveness is not fully documented

Propulsion engines: Control is still in development except for outboard engines.

CANOEING AND KAYAKING FOR PERSONS WITH DISABILITIES.

Janet Zeller, USDA Forest Service

Canoeing, kayaking, and sea kayaking offer barrier free access to safe and enjoyable recreation. The American Canoe Association (ACA), established in 1880, has a strong and active commitment to equal access to all aspects of paddlesport (canoeing, kayaking, and sea kayaking), and full integration of paddlers, including those who have disabilities, into all paddlesports.

Under the Americans with Disabilities Act of 1990, a person may not be excluded from a program just because they have a disability. The accessibility of both programs and facilities need to be addressed. Accessibility is more than a legal requirement, it is an opportunity to open programs safely to more people. Through the development and use of essential eligibility criteria, people with and without disabilities can participate more safely in programs. Essential eligibility criteria establishes the basic functions an individual must be able to perform in order to participate safely in the program or activity. Through the use of essential eligibility criteria, program providers and participants, with and without disabilities, gain the information they need to make an accurate, objective, assessment, based on the laws, when deciding if the participant's abilities are appropriate for the activity or program.

The American Canoe Association (ACA) provides tools that address accessibility to programs and facilities and can help program providers safely and appropriate integrate people with disabilities. The ACA web page at

www.acanet.org/sei-outreach.htm. provides information including how to develop essential eligibility criteria. The ACA connects program providers and persons with disabilities to specialists in accessibility and in adaptive paddling equipment for one to one assistance. The ACA also offers 4 day in-depth Adaptive Paddling Workshops (APW) that include classroom, hands-on and work with experienced instructors and novice paddlers who have disabilities through adaptation development and instruction in paddling basics. Scholarships for APWs are available through a USCG grant to the ACA. Also available through the ACA is the manual Canoeing and Kayaking for Persons with Disabilities.

GENERAL SESSION : WRAP-UP

2004 NATIONAL SAFE BOATING CAMPAIGN

Randy Smith, National Safe Boating Council

Kick Off Event, Campaign Elements, Available Resources,Post Your Events, Additional NSBC Resources

A "Year-Round" Campaign

•Campaign resources begin production in September

•Campaign media kits are distributed in March

•Campaign kick-off during National Safe Boating Week: May 22 - 28, 2004

•NSBC Order Fulfillment continues through August

Funding Provided By A Cooperative Agreement with the U.S. Coast Guard with funds provided by The Aquatic Resources (Wallop/Breaux) Trust Fund.

Kick off event is in Washington DC on the waterfront.

• May 22, 2004, 9:00 a.m., Washington Marina, 1300 Maine Ave. S.W., Media Event, Boat Excursions, PFD Fashion Show, Survivor interviews, Actor John Amos is our spokesperson.

2004 Campaign Elements

• BRAND IDENTITY—Prevention and boating safety through a consistent message. The goal is for the message and icon to become fully-associated with boating safety.

2004 Campaign Elements

• Print media-posters, media guide, statistics and information book, decals, logo sheets and print resources from other entities.

• Separate order forms for ease in ordering.

• Web media- suggested activities, print media available digitally, sample news releases and proclamation, message board, Q&A, FAQs, news and briefs

• Outdoor advertising- printed billboards, banners you make

• Order fulfillment- replenishment of elements and additional items

POST YOUR EVENT! Over 100 events are posted for 2004 as of date of presentation. 25 States and Canada are represented. New York has 24 events posted!

Boating Safety "SIDEKICKS" Activities to encourage and educate kids to boat safety. Grades 3-5. "Sidekicks" go Fishing and "Sidekicks" go Paddling.

"Saved By The Jacket" BOOK. Excerpts and overview available on the web. This true on-the-water stories from those who gratefully acknowledge the lifesaving capabilities of life jackets.

"Saved By The Jacket" VIDEO. Video-Canadian partnership- experiences are brought to life with dramatic depiction and the boating safety message is conclusive, "Boat smart from the start—wear your life jacket!"

CANADIAN PFD STUDY: WILL IT FLOAT?

Barbara Byers, Canadian Safe Boating Council

The CSBC commissioned a study to examine the topic of lifejacket/PFD wearing in Canada and 14 other countries. This extensive study uncovered a myriad of pertinent facts and recommended the CSBC work toward mandatory PFD legislation.

Some of the key findings were:

§ In Canada, 89% of boaters who drowned were found to be NOT wearing a lifejacket or PFD.

§ Two-thirds of boaters feel safe if a PFD is within arms' reach, and think they can put it on in an emergency. But says a coast guard official, "keeping a lifejacket handy versus wearing one is like attempting to buckle a car seat belt just before the car crashes."

§ The impact of cold water on physiological response rates severely impairs the ability to locate, put on and fasten a PFD in the water.

§ In a public opinion poll amongst boaters and the public in Canada, 84% plus claimed they would comply with legislation if it was enacted and only two percent claimed they would defy PFD legislation.

§ Most people will not choose to wear lifejackets or PFDs on their own – the current wear rate in Canada is about the same as the US - only 20% and is largely comprised of children and personal watercraft wearers.

The CSBC is in the process of sharing the findings amongst boating stakeholder groups to gain endorsement for their position for mandatory wear legislation for all passengers in vessels, 20 feet or less. You can go to www.csbc.ca for a copy of the report and the presentation.

MEDIA CONTEST WINNERS ANNOUNCED

Wednesday at the Summit

Eugene Goff, U.S. Army Corps of Engineers

6 Categories

Giveaways/Handouts; Posters/Signs; Booklets/Brochures; Audio PSA's; Video PSA's; and Electronic Education

Judging Criteria

Clarity of Message, Uniqueness/Innovation, Boating/Water Safety Theme, Easily Modified so adaptable Nationwide

Judges: Gary Foster, U.S. Army Corps of Engineers, Kansas City District; Linh Hoang, Washington State Parks and Recreation/Boating Education Department; and Nina Steinle, Lower Colorado River Authority Boating & Water Safety Department, Texas.

AND THE WINNERS ARE

Giveaway/Handouts

3rd - Sun Glass Strap with message - "Boaters Don't Belong on the Bottom", Florida Fish & Game Conservation Commission - Richard Moore

2nd - Sun Glass Visor Clip with message - "Wear It", Mobile District, U.S. Army Corps of Engineers - Christopher Lami

1st - Whistle with message - " I Look Best In My Life Vest", Portland District, U.S. Army Corps of Engineers - Kevin Paff

Posters/Signs

3rd - Poster with message - "Make Water Safety A Perfect Fit", National Products Committee, U.S. Army Corps of Engineers - Lynda Nutt

2nd - Billboard with PWC message - "Hop To It, Wear A Life Jacket", Nevada Department of Wildlife - Doug Nielson

1st - Poster with message - "Gear Up", Idaho Department of Parks and Recreation

Booklets/Brochures

3rd - Brochure entitled - "Wildwater Wisdon - Idaho Department of Parks & Recreation

2nd - Booklet entitled - "You're In Command, Boat Safely" - U.S. Coast Guard

1st - Booklet entitled "Boating Safety Sidekicks - The Power of Safe Boating" - U.S. Power Squadron and National Safe Boating Council - Darrell Allison and Roberta Doroghty

Audio PSAs

3rd, Tie - Audio PSA entitled " Boat Maniacs" - Boating and Water Safety Section, Department of Natural Resources - Tim Smalley

3rd, Tie - Audio PSA entitled "Have Fun Time, Not Jail Time" - Boat Sober - Nevada Department of Wildlife - Doug Nielson

2nd - Audio PSA about "MSDS - Marine Sanitation - Kentucky Boating Education

1st - Audio PSA entitled "Wildwater Wisdom" - Idaho Department of Parks and Recreation

Video PSAs

2nd - Video PSA entitled "Here or The Hereafter", Oklahoma Highway Patrol - Lake Patrol Division -Mark Brown

1st - Video PSA entitled "Reckless" - Canadian Red Cross - Yvan Chalifour

Electronic Education

2nd - CD Education and Web-based entitled "Paddle Smart" for Paddle Sports - U.S. Power Squadron - Spencer Anderson

1st, Tie - CD Education and Web-based entitled "Bobber" the animated safety dog story, National Products Committee, U.S. Army Corps of Engineers - Lynda Nutt

1st , Tie - CD Education entitled "On The Line", California Department of Waterways & Boating Ed/CSUS Aquatic Center - Cindi Dulgar

NATIONAL WATER SAFETY CONGRESS AWARDS LUNCHEON

Opening Remarks by Ron Riberich, President National Water Safety Congress

National Water Safety Congress Award of Merit Ceremony

Bill Gossard, Executive Vice-President National Water Safety Congress

Award of Merit Winners by Region

Region 1 (Joan Samsel, Regional VP)
Central Ohio Safe Boating Council - The Alum Creek Lake Safe Boating and Fishing Festival
Lt. Keith A. Scharf, Cleveland, Ohio Police Department - Significant Contribution to Public Safety Service to Lake Erie Boaters
Emily King, ODNR Div. of Watercraft - Significant Contribution to Enhance and Promote Water Safety Programs & Training
Spirit of America Foundation - Youth Education Boating and Water Safety Programs
Flotilla 12-2, U. S. Coast Guard Auxiliary - Vessel Safety Check / Education

Region 2 (Tom Plante, Regional VP)
Terry Hoover, USACE, Illinois Waterway - Rescue of Victim of Boat Sinking
Emily Harbaugh, USACE - Development of New Water Safety Programs and Outreach for the Community
Jim Franz, USACE - Clinton Project Office - Develop, Planning and Implementation of Water Safety Programs to Thousands
Marcia Thomas, USACE - Rathbun Lake Project Office - Develop, Planning and Implementation of Water Safety Programs
Cynthia Dierks, USACE - Milford Lake Project Office - Develop, Planning and Implementation of Water Safety Programs
Steve Prockish, USACE - Tuttle Creek Lake Project Office - Develop, Planning and Implementation of Water Safety Programs
Greg Miller, USACE -Kansas City District - Team Leader for "Lewis & Clark Bicentennial Lower Missouri River, A Guide to Recreational & Visitor Safety"

Region 3 (Mac Wimbish, Regional VP)
Marine Industries Association of Florida, Inc. - Coordinated Efforts to seek legislation to move Fuel Tax Revenues to Boating Related Programs
Terry Mark Cagle, Officer North Carolina Wildlife Commission - Dedicated to Water Safety Education and Enforcement
Master Officer David T. Banholtzer, NC Wildlife Resource Commisson - Dedicated to Water Safety Enforcement
Michael A. Hurley, USACE - West Point Project - Improvements to Water Safety programs, Development of 1st Water Safety Council
Gary C. Hardin, USACE - Sardis Lake Field Office - Water Safety Educator for Visitors to the North Mississippi Region
Arkabutla Lake Field Office Staff, USACE - Outstanding Service to Water Safety in Tri-Staate Area: MS, AR, TN

Region 4 (Bobby Pharr, Regional VP)
Little Rock District Water Safety Team, USACE - Consistent & Invaluable Efforts to Water Safety Over 17 Lakes
Matt Splett, KFDM-TV Channel 5 - Promotion of and Reporting on Water Safety Awareness
Corporal Kenny Seay, Arkansas Game & Fish Commission - Outstanding Efforts in Contribution to Saving the Lives of 30 Individuals in the Rain Swollen Buffalo River on May 16, 2003
Dick Allen, Eden Isle Marina - Dedication to Water Safety Through Public Service Announcements

Region 5 (Richard Droesbeke, Regional VP)
Kay Cullis, Far North Regional Center - Drowning Prevention Center/"Don't Swim Alone"
California State University Sacramento, University Media Services Producing Water & Boating Safety Films
Jonathan R. Friedman, USACE - Sacramento District - Personally Delivered Water Safety Mission of the USACE
Steven Thede, Whiskeytown National Recreation Area - Developed & Implemented a Safety Program for Kayak Touring Program

Region 6 (Ann Van Buren, Regional VP)
Bonneville Ranger Staff, USACE - Bonneville Dam - Water Safety education to Over 4000
17th District Coast Guard Auxiliary - Volunteers Log Over 1400 Hours of Safety Patrol, 47 SAR, saving 12 lives.
Columbia River Inter-Tribal Fisheries Enforcement Team - Implemented Marine Safety Program Educating 600 members of 4 American Indian Tribes on Columbia River

SUMMIT AWARDS BANQUET

NATIONAL SAFE BOATING COUNCIL AWARDS

Chairman of the Board, William Griswold recognized the NSBC Patron Members.

Boating Education Advancement Awards

Sponsored by Coors Brewing Company

National Winner – Stark County Park District, Boating Opportunities Across Town.
Christy Morgan accepted the award. This was the Northern Region program winner.

Southern States BEAA Winner was ACA Dixie Division National Paddling School. Chris Stec accepted the award.

Western States BEAA Winner was California State university of Sacramento Aquatic & Boating Safety Center.
Brian and Cindi Dulger accepted the award.

Boating Safety Youth Program Award

Sponsored by West Marine

St. Paul Sail and Power Squadron – for participation in the Ron Schara's Kids Fishing Clinic.
Adrea Davis, Commander accepted the Award.

Boating Safety Hall of Fame Induction

Jim Ellis, President of Boat US and current Chairman of American Boat and Yacht Council
was inducted into the Hall of Fame.
Richard H. Snyder of Mercury Marine was inducted at a later date.

NATIONAL WATER SAFETY CONGRESS AWARDS

Regional Awards

Region 1 - *The Stew Leonard III Water Safety Foundation, Kim & Stew Leonard Jr.*
Region 2 - *Megan Hiebert,Owner Operator - Clinton Marina*
Region 3 - *Amber Jaynes BellSouth Pioneers*
Region 4 - *Partners for Water Safety on Table Rock LakeUSACE & Missouri State Water Patrol,*
Region 5 - *Lake Powell Water Safety Council*
Region 6 - Marty Law, Oregon State Marine Board

President's Award

Toni Rushing - In recognition for her outstanding contribution and service to the NWSC

Lifetime Achievement Award

Carl Garner - In recognition for his lifetime of achievements in the efforts of water safety - 35 years.

National Award

Ms. Jane McCammom, **National Institute of Occupational Safety and Health.**
Dr. Robert Baron, **Co-Director, Emergency Department - Banner Good Samaritan Regional Medical Center**
For their significant contribution to bringing awareness to the
carbon monoxide poisoning issues associated with recreation boating.

INDEX

SESSION	STARTING PAGE
About the CSUS Aquatic Center	24
ACA Dixie Division National Paddling School	26
Accident Reporting Forum	18
Balancing Boating Recreation & Future Dev. at Smith Lake	15
Better Beaches	3
Boating Safety Sidekicks	15
Boating Safety Solutions..Right Out of the Box	35
Boat-Related CO Poisoning: The Road To Prevention	37
Canadian PFD Study : Will it Float?	39
Canoeing & Kayaking for Persons with Disabilities	38
Cold, Wet & Alive	15
Critical Judgement Revisited	9
Deep Water Recovery	22
Directory of Exhibitors	43
Discussion of the Paddlesport Education Leader Forum	28
Door Prize Listing	45
Environmental Issues 101	19
Hands on Paddlecraft Rescue	22
Homeland Security & Indicators	34
Hydro Security: What Makes Good Cents?	21
Influencing Adult Attitudes & Behavior	7
Kids Fishing Clinic - Water Safety Booth	34
List of Delegates	49
Marine Safety for Tribes	25
Media Contest Winners	40
A Model Clean Boater Program	16
2004 National Safe Boating Campaign	39
National Safe Boating Council Award Winners	42
National Safe Boating Council Board of Directors	46
National Water Safety Congress Awards Luncheon	41
National Water Safety Congress Award Winners	42
National Water Safety Congress Board Members	47
National Water Safety Product Delivery Team	10
Natural Resources Police Reserve Officer Program	18
One Size Fits All	2
Opening Japan's Rivers to Recreational Paddling	24
Opening Reception - Photos	1
Operation Patriot Readiness	30
Party Zone Patrols	15
PFD Workshop	4
Personal Immersion Alarms for Children and Adults	24
Personal Watercraft Rescue/Patrol Training Standards	30
Photographs	1
Photographs	2
Photographs	6
Photographs	23
Photographs	40
Photographs	48
Portable Marine Video System	10
Proposed UK Integrated Prevention Model	27
Rescue 21 Breakout	14
Safety Signage	9
Security & Recreation at Dams & Reservoirs	21
Stark County Park District's Aquatic Program	28
State Boating Law Administrators Connect	7
Summit Closing Awards Banquet	42
Support Your Local Marine Police	16
Survey Update on the Development of a National Plan of Action	24
Surviving Outdoor Adventures	17
Train the Trainer Workshop for Smartstart For Paddlers	17
WaterSmart from the Start: "Tool Chest for Kids"	19
Who Gets the Last Dock?	17
You're In Command	2