



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 Ninth Annual International Boating and Water Safety Summit. This year the Summit was held in sunny Newport Beach, California from March 13th to the 16th. Hundreds of boating and water safety professionals from across the world gathered to discuss the current and future status of the boating industry, learn new techniques in Education, Outreach and Communication, Law Enforcement, and Risk Management, and receive awards and recognition for their achievements throughout the year.

There were a wide variety of presenters and presentations this year, touching on topics from Homeland Security and Risk Management to effective media techniques and setting the direction of boating safety. The following booklet will allow you a chance to revisit some of the topics that you heard about at the Summit and learn something new from the presentations you may have missed.

There were a number of events that made the Ninth Annual International Boating and Water Safety Summit memorable beginning with the free inflatable life jackets sponsored by Mustang Survival given to each registered participant of the Summit. These top of the line inflatables were used to help Summit attendees participate in many of the on the water activities and also to possibly be a part of a world record! Over 200 attendees lined the beach on Tuesday with their Mustang inflatables to hopefully set the Guinness Book of World Records for most lifejackets inflated at one time.

The highly anticipated audience polling was also one of the more exciting and well-attended general sessions that took place. Approximately 250 people belonging to local, state, or federal organizations, the private industry, or non-profit organizations in boating or water safety gathered to offer their experience, expertise, and opinions on topics such as Carbon Monoxide, PFD wear, and the North American Safe Boating Campaign.

The Summit is a great opportunity to collaborate with other boating and water safety professionals and learn more about how to grow and improve in our industry. We encourage you to put next year's Summit on your calendar, which will be held at the Westin Innisbrook Golf Resort in Palm Harbor, Florida April 30-May 3, 2006. The setting is ideal, and we urge you to keep an eye on our website, www.safeboatingcouncil.org for registration information. The **TENTH** anniversary of the International Boating and Water Safety Summit promises to be a spectacular event.

Thank you for all who participated in the 2005 Summit in Newport Beach, we look forward to seeing you in Palm Harbor next April.

Ed Carter

Chair

National Safe Boating Council

Bobby Pharr

President

National Water Safety Congress

Activities Prior to the Summit

Saturday, March 12

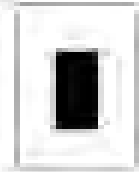
National Water Safety Congress (NWSC) Board of Directors Meeting
NASBLA Reviewer Training Meeting
NWSC Board of Directors Meeting
NASBLA Reviewer Training Meeting
Summit Committee Pre-Convention Meeting
National Safe Boating Council (NSBC) Board Meeting

Sunday, March 13

United States Boating Institute Meeting
Golf Tournament
NSBC Membership Meeting



Thank You to Boat Ed for all your assistance with the Summit!



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International Boating & Water Safety Summit.



The Opening Reception



The Summit would like to thank Coors for their continued support of Boating Safety!



**Proud Sponsor of the
NSBC Boating Education Advancement Award**



Monday at the Summit

MONDAY, MARCH 14

Opening General Session

8:00am - 9:30am

**Color Guard, Orange High School Marine Corps
Junior Reserve**

Presentation of Colors

Invocation, Arlyn Hendricks

Recognition of Honored Guests

Introduction of the Summit

Welcome Greetings from State of California

PARTNERSHIPS

Rear Admiral James W. Underwood



United States Coast Guard

As I embark on the final stages of my career, I am very excited to have the opportunity to stand before the most formidable safe boating group in the world – the attendees of the *International Boating and Water Safety Summit*. Looking out into the audience, I am humbled knowing that due to your efforts, tens of thousands of lives have been saved.

Let me share with you some wisdom from the Commandant of the Coast Guard, Admiral Collins, “Most readiness does not just depend on better capacity and capability. We need the key partnerships that have already proven so valuable to our effectiveness. We need to further strengthen these relationships.”

“We must build strategic partnerships to enhance mission outcomes at all levels—federal, state and local; international, regional and bilateral; public and private . . .”

In addition to working with our partners in the United States, our partnership efforts with Canada and our International counterparts also continue to grow. We are working closer together on key security matters, and educating our recreational boating communities on the need for safe, enjoyable and “responsible” operation of their vessels while underway. Our joint efforts with Canada in promoting the NORTH AMERICAN SAFE BOATING CAMPAIGN is a true success story and one that clearly aligns itself with ADM Collins’ thoughts on partnership.

Another success story is the great partnership of the **National Safe Boating Council** and the **National Water Safety Congress**. Several years ago, your outstanding organizations agreed to come together and try something different. You agreed to put aside your own respective conferences and merge

your programmatic ideas to create the INTERNATIONAL BOATING AND WATER SAFETY SUMMIT, which has now become one of the premiere recreational boating and water safety conferences in North America. CONGRATULATIONS!!

Wallop-Breaux Funding

To enhance our partnerships, financial support is often a critical factor, and boating safety is no exception. In fact, the most significant legislative issue for the RBS Program right now is reauthorization of the Aquatic Resources Trust Fund. Aquatic Resources (more commonly referred to as Wallop-Breaux), provides funding for the RBS Grant Program, plus \$5 million per year for several Coast Guard initiatives in support of boating safety. Wallop-Breaux also funds:

1. The Coastal Wetlands Restoration program;
2. The Sport Fish Restoration program;
3. The Clean Vessel Act “pumpout” program;
4. The Boating Infrastructure Grant program (to develop transient facilities for non-trailerable boats); and
5. A national outreach program to promote fishing and boating.

Unfortunately, the long-term authorization for Wallop-Breaux expired more than a year ago, and the latest temporary extension of authorization will expire this May 31st. This delay is not so much due to Wallop-Breaux, but rather because the reauthorization is tied to the much larger “highway” bill due to the transfer of motorboat fuel taxes from the Highway Trust Fund to Aquatic Resources.

To assure that the Aquatic Resources reauthorization will move forward more smoothly, another partnership, the American League of Anglers and Boaters (ALAB), developed a consensus proposal that would increase funding for the RBS Grant Program from \$59 million per year to nearly \$100 million, as well as increase funding for the other programs supported by this fund.

Currently, H.R. 3, this year’s Highway Bill, does not include any provisions to reauthorize the Wallop-Breaux programs, but we know that Senate bills 421 and 422 have been introduced and offer much of the ALAB proposal. And we’re optimistic that the final Highway legislation will include these provisions. The bigger question is – can the bigger differences on the highway issues in the bill be resolved? Let’s hope so.

National RBS Program Goals

The next topic is like a ship at sea. That ship needs direction as it sails toward its desired destination. So what is the desired destination for the National Recreational Boating Safety Program? Thanks to your partnering efforts, the Program has attained great success over the past 34 years. It has greatly reduced the number of fatalities, even while the number of boats and boating participants has grown tremendously. But, we haven’t reached our destination yet. In fact, we’re constantly reassessing what our destination should be. And that destination relates to our outcome goals – a reduced number of fatalities each year.

Considering us all crew on this ship, we recognize the importance of the role that you play in the success of the Program; and we also recognize that you must be a partner in the development and accomplishment of these goals.

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Following the direction given to the Coast Guard at the October 2004 National Boating Safety Advisory Council meeting, I convened a Blue Ribbon Panel last month. At that meeting were representatives of 14 organizations within the boating community, most of which are here today. This panel's directive was to develop a draft set of future goals for the Program and to forward those to the National Boating Safety Advisory Council for consideration and endorsement.

I'm pleased to report that the Panel's efforts were impressive. They developed a draft set of goals that will be considered by the Council at its upcoming April meeting in Knoxville, Tennessee.

Once the goals are endorsed, we will then move forward with a strategic planning process with you to develop measurable objectives to be accomplished and to select and implement strategies to meet those objectives and goals.

Stay tuned as this vital process develops. It will play a key role in the future of the Program and provide us with identification of the desired destination along with a course to follow to arrive there.

PFD Wear

One long-term objective guiding us toward our destination has been the effort of getting boaters to wear their life jackets while boating. As you are aware, this issue gathered some special attention this past year. Careful study of the accident data continued to reveal that the majority of boating fatalities are drownings, and that the vast majority of those victims were not wearing life jackets. Additionally, results from the Coast Guard National Personal Flotation Device (PFD) Wear Rate Observation Study indicate that only 22% of the nation's boaters typically wear their PFD, and that the adult wear rate on those boats where an individual is most likely to drown is well below 10%. Also of concern is that, with few exceptions, there has been no increase in PFD wear in the past 7 years.

Studying this data, and recognizing that PFD wear could save hundreds of lives each year, the National Boating Safety Advisory Council (NBSAC) adopted a resolution on this topic at its April 2004 meeting. That resolution directs us all to find new and effective strategies for significantly increasing PFD wear, and it sets wear rate objectives for the next three years. These are challenging objectives, but ones that I trust all of you will work with us to accomplish.

One strategy that I applaud is the impressive outreach efforts of the National Safe Boating Council in promoting PFD wear. For more than a decade, the Council has been spearheading the efforts to educate the boater about the importance of wearing a lifejacket.

Another strategy is the Coast Guard "You're in Command. Boat Responsibly!" initiative, where high quality turnkey PFD exhibits will soon be available for your use. The exhibits should be ready well before Memorial Day – in time for National Safe Boating Week.

We ask that you help us with the vital task of getting this safety message out; and we seek your creativity and dedication in identifying and implementing other effective strategies for significantly enhancing PFD wear.

You're in Command - Boat Responsibly!

I am glad that the PFD exhibits will be out soon. This is a great addition to the larger "You're in Command. Boat Responsibly" initiative, which is an initiative that is designed to make boaters aware that they are "in command" and "responsible" for their actions while on the water.

Phase II of this initiative focuses on reaching hunters, anglers, and paddlesport enthusiasts, i.e., those small boaters who typically do not regard themselves as boaters and who, as a result, tend to dismiss boating safety messages.

We cannot overemphasize how the success of "You're in Command" will depend heavily upon the participation and ongoing support of all the boating safety partners. Many of you are in the trenches every day interacting with the boating public, developing or enforcing boating safety-related policies in your area, and delivering boating safety instruction to recreational boaters.

Therefore, my staff has commissioned a national study of **boating under the influence (BUI)**. The goal of this study is two-fold: to use statistical methods to determine a defensible estimate of the number of recreational boating accidents that are attributed to BUI, and then to calculate an accurate annual cost to society of boating under the influence accidents and fatalities.

If the cost is as dramatic as we believe, it will help to awaken public awareness, focus the attention of legislators, and provide more support for boating education and enforcement.

Further, if BUI is a significant problem, my Office of Boating Safety staff will solicit support from you, the recreational boating safety partners, to mount a vigorous media relations campaign to modify the behavior of recreational boaters.

Waypoints

Another way to enhance our partnerships is to enhance communications between us. All of us in the boating safety community must be informed of the crosscutting issues in a timely manner. Over the past few years, a strategy that the Coast Guard implemented to accomplish this emanated from Operation BoatSmart (OBS), whereby Commander Kim Pickens sent out the OBS newsletter to you. Now, with the transition of OBS and its newsletter to the Office of Boating Safety, the Office has developed a new electronic newsletter that is available to you. It is called Waypoints, and we invite you to share your news, activities and accomplishments in this publication. If you're not currently on the electronic distribution list and would like to receive this monthly newsletter – visit our website at: www.uscgboating.org and click on the "waypoints" logo.

Vessel Safety Check Program (VSC) and the Recreational Boating Safety Visitation Program (RBSVP)

The next RBS partnering efforts that I'd like to mention are the Vessel Safety Check Program and the Recreational Boating Safety Visitation Program (RBSVP). With more and more boaters on the water each year, and with our resources being diverted to growing security concerns, getting a Vessel Safety Check is even more important. Boaters need to help support our country at this time by being safe and following the established rules. This is accomplished in part by getting a VSC and being better prepared.

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In doing so, they are less likely to be involved in an accident or find themselves in need of assistance, thereby allowing patrol vessels to remain on station to protect us from those who would do us harm.

The VSC program is a partnership between the Coast Guard Auxiliary, the United States Power Squadrons, and several participating State agencies. This partnering effort has increased the work force, thereby increasing the number of boaters that can be reached annually with this free safety check.

Then, there's the Recreational Boating Safety Visitation Program (RBSVP), which promotes safe boating through the assistance of marine dealers, marinas, boat and/or motor manufacturers and other groups involved in recreational boating. Formerly known as the Marine Dealer Visit Program (MDV), the RBSVP has expanded its reach by involving non-traditional partnerships with retail outlets such as Kmart and Wal-Mart, as well as reaching out through national marine retailers such as Boaters World and West Marine.

The Coast Guard Auxiliary is again partnering with the U.S. Power Squadrons to increase the number of Program Visitors available to execute this important effort. As Program Visitors (PVs) make and maintain contact with program partners, they discuss current boating safety issues, provide educational materials for display, offer boating safety education opportunities, and promote Vessel Safety Checks. It is a win-win situation for the Auxiliary, the Power Squadrons, the Coast Guard, the program's partners, and the boating public.

Carbon Monoxide

There are also those unique problems that arise in boating safety, where we must work as a team to effectively resolve them. Such is the case with Carbon Monoxide. Over the past 6 years, the Coast Guard has become aware of, and worked with its partners to mitigate, the threat of carbon monoxide poisoning in the recreational boating environment. And, thanks to the preventative efforts put forth especially by the boat and associated equipment manufacturers and other government agencies, the Coast Guard believes that the voluntary technological solutions and public awareness campaigns are being effective.

Examples of the progressive strategies being implemented in this partnership include:

1. Westerbeke has debuted a CO-free generator set. Other genset manufacturers are following suite;
2. Two stroke direct fuel injection technology is reducing outboard engine emissions, including CO;
3. Several propulsion engine manufacturers are nearing production of marine inboard engines equipped with catalytic converters that will reduce emissions, including CO;
4. Cooperative efforts on catalytic converter technology with the Coast Guard included the EPA, California Air Resources Board, boat manufacturers, National Marine Manufacturers Association, American Boat and Yacht Council, and others;
5. One major inboard skiboat manufacturer is currently testing a diesel-powered skiboat. Success of this could result in a major paradigm shift in terms of inboard

propulsion. Diesel engines typically produce only 10% of the CO concentration found in gasoline engines, resulting in a near-zero CO poisoning risk; and

6. The manufacturing industry, the states, the boating safety organizations, and the Coast Guard have all implemented public awareness campaigns, whereby the boaters are becoming aware of the risk and can take action to avoid it.

Thanks to your combined efforts, carbon monoxide is less of a risk in the recreational boating environment.

Importance of Partnerships with Industry

On other manufacturing issues, I'd also like to compliment the recently-enhanced partnership between the American Boat and Yacht Council (ABYC) and the National Marine Manufacturers Association (NMMA). NMMA is taking action to implement the use of all relevant ABYC standards in the NMMA Boating and Yacht Certification Program. In the past, we have promoted both the ABYC standards and the NMMA Boat Certification Program. Now that ABYC and NMMA have teamed up, we can all concentrate our outreach efforts on advising new boat buyers to look for the label in the boat that states "NMMA Certified Using ABYC Standards". We firmly believe that boats qualified to display this label possess a higher measure of safety, and we will continue to endorse this fact.

America's Waterway Watch

The final partnership program that I would like to mention is now one of the most important to our nation. It is the America's Waterway Watch Program, a national awareness program that asks those who work, live, or recreate on or near the water to be aware of suspicious activity that might indicate threats to our country's homeland security.

Americans are urged to adopt a heightened sensitivity toward unusual events or individuals they may encounter in or around ports, docks, marinas, riversides, beaches, or communities.

Anyone observing suspicious activity is simply asked to note details and contact local law enforcement. Do not approach or challenge anyone acting in a suspicious manner.

Why do we need America's Waterway Watch? America's coasts, rivers, bridges, tunnels, ports, ships, military bases, and waterside industries may be the terrorists' next targets.

Waterway security is better than ever, but with more than 95,000 miles of shoreline, more than 290,000 square miles of water and approximately 17 million recreational boats in the United States, the U.S. Coast Guard and local first responders can't do the job alone.

The America's Waterway Watch program has a booth set up here at the Summit. Stop by and see the materials that they have to share with you. With your help, we can make America safer and more secure.

Closing

In closing, I am very proud to be able to tell my boss, as I depart, that our partnership with you has met the mark. We have created and nurtured successful partnerships, representing hundreds of thousands of individuals across the nation and overseas. We have the three key ingredients to be ready and sustain operational excellence – capability, capacity and partnerships.

I commend the National Safe Boating Council and the

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National Water Safety Congress in expanding the International Boating and Water Safety Summit to what it is today. Through this forum and the many great partnerships that have developed because of the "Summit", we have saved many lives and at the same time have made our boating community a safer one.

RECOMMENDATIONS FROM PFD FORUM

**Mark V. Rosenker, Vice Chairman
National Transportation Safety Board**

Good morning, Presidents Ed Carter (National Safe Boating Council) and Bobby Pharr (National Water Safety Congress), and attendees at the 2005 International Boating and Water Safety Summit (Summit). It certainly is a pleasure this morning to discuss the National Transportation Safety Board's efforts to achieve maximum success in recreational boating safety through our MOST WANTED list of safety improvements. This year as most of you are aware we have expended a great deal of resources and energy to obtain the final few States without personal flotation devices (lifejackets) for children and increase the number of states with boater education requirements.

The National Transportation Safety Board is an independent Federal agency charged by Congress to investigate transportation accidents, determine their probable cause, and make recommendations to prevent their recurrence. The recommendations that result from our investigations and safety studies are one of our most important products. In our 36-year history, more than 80 percent of our recommendations have been adopted by organizations, states and local government bodies in a position to effect improvements in transportation safety.

I am here this morning to remind you that recreational boating continues to have the greatest number of transportation fatalities after highway accidents, even exceeding fatalities from aviation accidents. In 2003, 703 persons were killed in boating accidents in this country.

As a result of its concern regarding the number of boating deaths and injuries, the Safety Board a little over a decade ago, conducted a study of recreational boating accidents and their causes. Examining recreational boating accidents that occurred in 18 States in 1991, the Board reviewed information on 407 recreational boating accidents that resulted in 478 fatalities. The Safety Board also reviewed U.S. Coast Guard data and studies performed by other organizations.

Further, the Board investigated three recreational boating accidents from 1992 in which 13 persons died, including 4 children and 2 teenagers.

Failure to use PFDs was then, and continues to be, the leading cause of recreational boating drowning fatalities. Of the 478 fatalities that occurred in the accidents examined in our 1993 study, 351 resulted from drowning. Of those who drowned and for whom information on PFD use was available, 85 percent (281) did not wear PFDs. The Safety Board reviewed the circumstances of the 281 drownings in which the victims were not wearing a PFD and determined that as many as 238 persons (85 percent) may have

survived had they been correctly wearing a PFD. Only a few factors can negate the effectiveness of PFDs, most often hypothermia and injury as a result of blunt force trauma.

The 2003 boating experience again confirmed the importance of PFD use. According to U.S. Coast Guard boating accident statistics, nearly 86 percent of the fatalities who drowned in recreational boating accidents in 2003 could have survived if they had taken the simple step of wearing a lifejacket. Drownings accounted for 481, or nearly 68 percent, of the 703 recreational boating fatalities in 2003. PFDs could have prevented an estimated 416 or 86 percent of those fatalities. There is no question that wearing a PFD can save your life.

One accident in Arkansas that the Safety Board investigated highlights the Board's concerns. At about 11:30 on a Sunday morning, a 9-person family boarded a family-owned boat at a public boat launching area on the Fourche La Fave River near Perryville, Arkansas. The family, which included a man, a woman, and children ranging in age from 16 months to 14 years, intended to go down the river to fish from the bank. The man and a 12-year-old girl were the only persons on board who could swim.

Although weather conditions were ideal, the boat and the passengers were not adequately prepared for potential problems. The weather was clear and 90 degrees. Visibility was good, and there were only light winds. The 14-foot long aluminum boat was open, flat-bottomed, and not equipped with PFDs. With a 9.9-horsepower outboard motor, the motorboat fell under the Arkansas exemption, which did not require motorboats of less than 10 horsepower to carry PFDs. The passengers, who also did not wear PFDs, sat on four bench seats. At the site of the accident, the river was approximately 80 feet wide, and its depth at the center varied from 9 to 50 feet.

As the boat headed downstream, water splashed on the boy and girl who were sitting in the front seat. They moved rearward, causing the boat to flood. It sank in the middle of the river, in about 14 feet of water, and only about 100 feet downstream from the boat launching area. The 12 year-old girl swam to shore, and a 14 year-old girl supported herself in the water by holding onto the bow of the boat, which remained above the surface.

Two fishermen, who arrived at the boat-launching area shortly after the accident, found the 12-year-old on the riverbank and the 14-year-old holding onto the boat. The men entered the water and brought the 14-year-old ashore. One rescuer searched the riverbank for more survivors. He found an unconscious 4-year-old in the water, near the riverbank, in the approximate area of the accident. Although he administered cardiopulmonary resuscitation (CPR), the child was pronounced dead upon arrival at a local hospital. Officials started a search, and found five other victims that day and one the next day. Five children and two adults died in this one accident.

The Safety Board's investigation of this accident concluded that the lack of PFDs contributed to the loss of these seven lives.

State and federal laws require that all boats have life jackets on board. As you know, the problem is that they do not work if no one is wearing them. As with many accidents in which boats capsize or persons fall overboard, people don't think to put them on until it's too late. This is why the Safety Board has

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recommended that the States require children to wear PFDs while underway. Requiring children to wear PFDs could, over time, result in more adults wearing PFDs, such as what occurred with the use of child safety seats and safety belts in automobiles.

Currently, 44 States, the District of Columbia, and Puerto Rico have some type of PFD use requirement for children. The Safety Board considers recreational boating safety and the issue of children in PFDs (life jackets) so important that we included this issue on our 2005 "Most Wanted" transportation safety improvements list as one of the areas where critical changes are needed to reduce unnecessary loss of life.

The United States Coast Guard contracted with JSI Research & Training Institute to track personal flotation wear rates for the past 5 years. It does not surprise me that JSI reports that in 2002 children ages 12 and under was the only age category in which there was significant improvement in wear rates for life jackets. This improvement that JSI reports most likely results from publicity around mandatory PFD use laws for this age group that were largely adopted since 2000.

So where are we today with the final 6 States? I am disappointed to report that Virginia had legislation introduced in the 2005 session by Senator Thomas Norment and that the Virginia Senate voted in favor of the bill by a 34-6 vote on the floor. Unfortunately, the Virginia House defeated the bill by a 35-62 vote, apparently, over a squabble about penalties. I would like to thank Virginia's Boating Law Administrator Charlie Sledd for his support on this legislation and let there be no doubt we will be back in force in 2006 to get this legislation enacted. On the other hand, I am pleased to report that as we speak there are strong efforts to get legislation enacted in Minnesota, Iowa, and Wisconsin. Early indications are that we will be successful in these 3 States. We also have been in discussions with New Mexico's Boating Law Administrator Jerome Madrid and we hope that a regulation/legislation will be introduced by the end of 2006 to eliminate that State from our list. There remains Wyoming and we have made contact with the new Boating Law Administrator Mike Choma and look forward to a strong working relationship to foster legislation for that State. I might add we also are looking for an initiative from the U.S. Virgin Islands and Indiana's completion of lifejacket requirements for its State waters.

But what about our other important issue: Boater education requirements. It would seem like common sense because our experience and the studies completed addressing recreational boating safety continue to reflect that more than 80 percent of the operators involved in fatal boating accidents had not completed a basic boating safety education course. Although we cannot say with 100 percent certainty that a boating education requirement will further reduce accidents, fatalities, and injuries it certainly would preclude the Board's finding that individuals involved in fatal boating accidents, regardless of their level of experience, operated their vessels in a manner inconsistent with a basic knowledge of the "rules of the road," an understanding of safe boating practices, and a proficiency in operating skills.

Currently, at least 33 States, the District of Columbia and Puerto Rico have enacted legislation that establishes an education

requirement before a person is permitted to operate a recreational boat. We are making inroads on this serious safety issue and have legislation introduced in Washington State, Wisconsin, Massachusetts, and New Jersey. Additionally, a number of States are beginning to address this issue including New Mexico, Oklahoma, Idaho, and New York.

I would conclude that the Safety Board realizes that enacting these legislative initiatives is hard work but if we are truly in the safety business these actions should be of the highest priority.

Finally, I would love to stay at the Summit but I must return to Washington to host an international meeting, (the International Transportation Safety Association) of organizations that have the same goal as the Safety Board. I wish you all the best as you explore new and innovative safety improvements to achieve further safety benefits at this powerful Summit.

Thank you for providing the National Transportation Safety Board an opportunity to provide these remarks about the critical safety initiatives on the Board's MOST WANTED list.



National Transportation Safety Board Vice-Chairman
Mark Rosenker



Orange High School Marine Corps Junior Reserve

Monday at the Summit

Beverage Break
9:30am - 9:45am
General Session
9:45am-12:00pm



Audience Polling

SETTING THE DIRECTION FOR THE IMPORTANT ISSUES OF BOATING SAFETY

1.) Your affiliation is?

	Responses	
	(percent)	(count)
1. Federal Government	1. 37.34%	87
2. State Government or local govt.	2. 23.18%	54
3. Volunteer Organization	3. 9.87%	23
4. Commercial Organization	4. 6.44%	15
5. Foundation or Association (501 c.3)	5. 12.02%	28
6. Parks & Rec.	6. 5.15%	12
7. None of the above	7. 6.01%	14
Totals	100%	233

2.) What is your favorite type of boating activity?

	Responses	
	(percent)	(count)
1. Sailing	1. 16.10%	38
2. Paddling	2. 11.02%	26
3. PWC	3. 10.17%	24
4. Fishing	4. 29.66%	70
5. Hunting	5. 4.24%	10
6. Cruising	6. 25%	59
7. Diving	7. 3.81%	9
Totals	100%	236

3.) How long have you actively been involved in the boating or water safety field?

	Responses	
	(percent)	(count)
1. 0 – 3 years	1. 9.28%	22
2. 4 – 8 years	2. 17.30%	41
3. 9 – 15 years	3. 21.10%	50
4. 16 – 25 years	4. 23.63%	56
5. Longer	5. 28.69%	68
Totals	100%	237

4.) Where are you from?

	Responses	
	(percent)	(count)
1. East Coast	1. 15.58%	36
2. West Coast	2. 21.65%	50
3. Great Lakes	3. 9.96%	23
4. Western Rivers	4. 2.16%	5
5. Inland Region	5. 2.16%	5
6. Outside U. S.	6. 3.03%	7
7. Midwest	7. 9.96%	23
8. South	8. 32.03%	74
9. Mountains	9. 3.46%	8
Totals	100%	231

5.) What national boating safety organization sends out the Safe Boating Week campaign materials each year?

	Responses	
	(percent)	(count)
1. NSBC	1. 71.62%	164
2. NWSC	2. 16.59%	38
3. NASBLA	3. 6.11%	14
4. ACE	4. 0.87%	2
5. USCG	5. 4.80%	11
Totals	100%	229

6.) What two organizations partner to coordinate the IBWSS?

	Responses	
	(percent)	(count)
1. USPS / CGAUX	1. 2.14%	5
2. USCG/ACE	2. 2.56%	6
3. AMRC/USBI	3. 0.43%	1
4. NSBC/NWSC	4. 93.16%	218
5. None of the above	5. 1.71%	4
Totals	100%	234

7.) The National Safe Boating Campaign has for years focused on wearing a PFD, with the sidebars of Boat Smart, Boat Safe, Know Before You Go. Yet, the JSI study shows that not much has changed over the last 5 years regarding people wearing PFD's. How do you feel about the amount of money (\$375,000) annually being spent on the campaign?

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	Responses	
	(percent)	(count)
1. Entirely too much	1. 2.58%	6
2. Too much	2. 6.87%	16
3. About right	3. 17.60%	41
4. Too little	4. 41.63%	97
5. Entirely too little	5. 21.03%	49
6. I have no idea	6. 10.30%	24
Totals	100%	233

8.) Should we spend \$ 500,000.

	Responses	
	(percent)	(count)
1. Yes	1. 71.55%	166
2. No	2. 28.45%	66
Totals	100%	232

9.) The National Safe Boating Campaign has been unchanged for a number of years. Using a number of volunteers, a public relations company, and a small staff to oversee the effort, it has tried to focus on the single issue that can save the most lives, wearing PFD's. What would you do to revise the Campaign?

1. Spend more money; aim at a larger media market
2. Enlist volunteers to get more involved with local media
3. Encourage partnering to host "events" in local areas
4. Reduce costs and let local resources run their own program.
5. Campaign is already effective and does not need to be revised.

	Responses	
	(percent)	(count)
1.	28.27%	67
2.	15.61%	37
3.	48.95%	116
4.	2.11%	5
5.	5.06%	12
Totals	100%	237

10.) The Campaign has had many shades of persuasion in their PSA's. The best way for a PSA to pierce the consciousness of boaters is?

	Responses	
	(percent)	(count)
1. To make it funny	1. 16.18%	39
2. To have a single message	2. 26.14%	63
3. To be startling or shocking	3. 36.93%	89
4. To appeal to the enjoyment of boating	4. 20.75%	50
Totals	100%	241

11.) Considering the highest priority boating safety issues within your state or organization, do you feel national organizations are placing a high enough priority on your states highest boating safety issue?

	Responses	
	(percent)	(count)
1. Strongly agree	1. 10.77%	21
2. Agree	2. 54.87%	107
3. Disagree	3. 29.23%	57
4. Strongly disagree	4. 5.13%	10
Totals	100%	195

12.) Which is the most important safety issue to you?
(choose one)

	Responses	
	(percent)	(count)
1. Carbon monoxide poisoning	1. 2.53%	6
2. Drowning from lack of PFD wear	2. 35.02%	83
3. Lack of boater education;	3. 38.40%	91
4. Man overboard accidents in near shore waters	4. 0.84%	2
5. Man overboard accidents at sea	5. 0.42%	1
6. Hypothermia	6. 1.69%	4
7. Boating Under the Influence	7. 8.86%	21
8. Failing to obey navigational signs	8. 0.84%	2
9. Watercraft speed/reckless operation	9. 11.39%	27
Totals	100%	237

13.) Which is the least effective issue of the National Safe Boating Campaign?

	Responses	
	(percent)	(count)
1. Carbon monoxide poisoning;	1. 7.93%	18
2. Drowning from lack of PFD wear;	2. 0.44%	1
3. Lack of boater education;	3. 0%	0
4. Man overboard accidents in near shore waters;	4. 7.05%	16
5. Man overboard accidents at sea.	5. 38.77%	88
6. Hypothermia	6. 7.05%	16
7. Boating Under the Influence	7. 1.32%	3
8. Failing to obey navigational signs	8. 31.72%	72
9. Watercraft speed/reckless operation	9. 5.73%	13
Totals	100%	227

14.) Which single action should the Campaign employ to become more effective?

	Response	
	(percent)	(count)
1. Spend more money	1. 3.45%	8
2. Spend more time, make the campaign year round	2. 9.48%	22
3. Better coordinate local, state and federal campaigns	3. 68.10%	158
4. Find new advertising money	4. 6.47%	15
5. Use different media outlets	5. 12.50%	29
Totals	100%	232

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15.) What method do you believe should be used to inform the boating public on the new inflatable life jackets?

1. Only use inflatable in all Campaign messages
2. Change the Campaign logo to show a photograph of an inflatable PFD.
3. Encourage the PFD industry to advertise inflatable PFD's more often.
4. Use inflatable in the boating instructor courses.

Responses	
(percent)	(count)
1. 8.66%	20
2. 13.42%	31
3. 58.87%	136
4. 19.05%	44
Totals	100% 231

16.) After reported accidents (fatalities, injuries, and property damage), which indicator should be used to determine success of the boating safety program?

Responses	
(percent)	(count)
1. PFD Wear Rate	1. 48.53% 99
2. Number of students completing boating safety courses	2. 32.84% 67
3. Number of citations issued.	3. 9.31% 19
4. Number of vessel safety checks successfully completed	4. 9.31% 19
Totals	100% 204

17.) Cold water immersion can cause your body to react within the first three minutes and often people drown within a hundred feet of safety. Do you think people understand the risks of cold-water immersion?

Responses	
(percent)	(count)
1. Strongly agree	1. 0.43% 1
2. Agree	2. 5.96% 14
3. Disagree	3. 34.04% 80
4. Strongly disagree	4. 56.60% 133
5. I have no idea	5. 2.98% 7
Totals	100% 235

18.) What one measurement do you feel should be the goal of the Campaign for the next five years?

Responses	
(percent)	(count)
1. Reduce boating accidents by 10%	1. 13.28% 32
2. Reduce fatalities by ten percent	2. 21.99% 53
3. Increase PFD wear by 5 percent;	3. 29.46% 71
4. Increase boater education by 5%	4. 30.29% 73
5. Other	5. 4.98% 12
Totals	100% 241

19.) The Campaign should include info on low head dams, swimming pool safety and rip tides?

Responses	
(percent)	(count)
1. Agree	1. 42.34% 94
2. Strongly Agree	2. 27.48% 61
3. Disagree	3. 20.27% 45
4. Strongly Disagree	4. 9.91% 22
Totals	100% 222

20.) Given the statistics that 80% of the people who drown are not wearing a PFD, and given the success of seat belts when usage, should we make PFD wear mandatory for boats under 22ft?

Responses	
(percent)	(count)
1. Strongly agree	1. 39.57% 93
2. Agree	2. 25.96% 61
3. Disagree	3. 13.62% 32
4. Strongly disagree	4. 15.32% 36
5. Not Sure	5. 5.53% 13
Totals	100% 235

21.) Boaters who, despite their having the education or knowledge as to the statistical efficacy of wearing PFD's, refuse to wear them as an exercise of their "personal freedom". How do you feel about the effort everyone makes to change this behavior?

Responses	
(percent)	(count)
1. Entirely too much	1. 0.44% 1
2. Too much	2. 2.20% 5
3. Too little	3. 57.27% 130
4. Entirely too little	4. 12.33% 28
5. It's a waste of time	5. 3.96% 9
6. Emphasis is just about right	6. 23.79% 54
Totals	100% 227

22.) If boaters knew more about inflatable PFD's, the wear rate of PFD's would increase.

Responses	
(percent)	(count)
1. Strongly agree	1. 23.93% 56
2. Agree	2. 52.14% 122
3. Disagree	3. 22.22% 52
4. Strongly disagree	4. 1.71% 4
Totals	100% 234

23.) If prices of inflatable PFD's were lower, the wear rate of PFD's would increase.

Responses	
(percent)	(count)
1. Agree	1. 46.26% 105
2. Strongly Agree	2. 37.89% 86
3. Disagree	3. 13.22% 30
4. Strongly Disagree	4. 2.64% 6
Totals	100% 227

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24.) Would inflatable PFD's be more appealing and used if re-arming kits were more available, more standard, and less expensive.

	Responses	
	(percent)	(count)
1. Agree	1. 52.84%	121
2. Strongly Agree	2. 33.62%	77
3. Disagree	3. 10.04%	23
4. Strongly Disagree	4. 3.49%	8
Totals	100%	229

25.) Do you think the PFD industry is doing enough to promote PFD wear in advertising and other media outlets?

	Responses	
	(percent)	(count)
1. Yes	1. 10.31%	23
2. No	2. 82.06%	183
3. Not Sure	3. 7.62%	17
Totals	100%	223

26.) Do you think the Boating industry is doing enough to promote PFD wear in advertising and other media outlets?

	Responses	
	(percent)	(count)
1. Yes	1. 7.66%	18
2. No	2. 88.94%	209
3. Not Sure	3. 3.40%	8
Totals	100%	235

27.) Do you think your own agency is doing enough to promote PFD wear in advertising and other media outlets?

	Responses	
	(percent)	(count)
1. Yes	1. 29.78%	67
2. No	2. 61.33%	138
3. Not Sure	3. 8.89%	20
Totals	100%	225

28.) What's the best way to bring these products to the public's attention?

1. Redirect the Campaign towards informing the public.	
2. Put pressure on PFD manufacturers to step up their advertising	
3. Put pressure on boating advertisers to display more PFD's.	
Responses	
(percent)	(count)
1. 32.84%	67
2. 11.76%	24
3. 48.53%	99
Totals	100% 204

29.) Do you agree or disagree that a persuasive campaign can increase PFD wear rates?

	Responses	
	(percent)	(count)
1. Strongly agree	1. 14.85%	34
2. Agree	2. 61.14%	140
3. Disagree	3. 20.09%	46
4. Strongly disagree	4. 3.93%	9
Totals	100%	229

30.) Can these types of incentives increase PFD wear rates?

	Responses	
	(percent)	(count)
1. Strongly agree	1. 12.44%	27
2. Agree	2. 63.59%	138
3. Disagree	3. 20.74%	45
4. Strongly disagree	4. 3.23%	7
Totals	100%	217

31.) The issue of wearing a PFD should be left up to those in the boat.

	Responses	
	(percent)	(count)
1. Agree	1. 26.67%	52
2. Strongly Agree	2. 13.33%	26
3. Disagree	3. 33.85%	66
4. Strongly Disagree	4. 26.15%	51
Totals	100%	195

32.) The issue of wearing a PFD should be left up to the government.

	Responses	
	(percent)	(count)
1. Agree	1. 24.42%	53
2. Strongly Agree	2. 11.98%	26
3. Disagree	3. 40.09%	87
4. Strongly Disagree	4. 23.50%	51
Totals	100%	217

33.) Should the Coast Guard look at extending the under age 13 law to those states with their own less stringent laws where the age is lower than 13?

	Responses	
	(percent)	(count)
1. Strongly agree	1. 32.18%	65
2. Agree	2. 33.66%	68
3. Disagree	3. 14.36%	29
4. Strongly disagree	4. 13.86%	28
5. Don't Know	5. 5.94%	12
Totals	100%	202

34.) Compliance is high for mandatory PFD wear on PWC. Should states consider enacting laws for other types of boating, where the risk of ending up in the water, voluntarily or unvoluntarily, is higher. Which is most important to you?

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	Responses	
	(percent)	(count)
1. Yes, start with paddlers.	1. 8.53%	18
2. No, it's an individual choice.	2. 6.16%	13
3. Yes, paddlers and include small sailboats.	3. 5.21%	11
4. Yes, all open boats less than 16 feet length	4. 53.55%	113
5. Emphasize the "it's part of the gear" message, and seek voluntary compliance.	5. 26.54%	56
Totals	100%	211

35.) Do you support mandatory boater education?

	Responses	
	(percent)	(count)
1. Yes	1. 66.67%	154
2. No	2. 5.19%	12
3. Yes with conditions	3. 24.24%	56
4. No with conditions	4. 2.60%	6
5. Not sure	5. 1.30%	3
Totals	100%	231

36.) Do you favor mandatory PFD wear?

	Responses	
	(percent)	(count)
1. Yes	1. 36.68%	84
2. No	2. 22.71%	52
3. Yes with conditions	3. 31.44%	72
4. No with conditions	4. 8.73%	20
5. Not sure	5. 0.44%	1
Totals	100%	229

37.) Which is the most effective way to pass to the public boating-related information about carbon monoxide?

	Responses	
	(percent)	(count)
1. Boating classes	1. 15.70%	35
2. Through the media.	2. 32.29%	72
3. PSA's about carbon monoxide	3. 30.94%	69
4. Warning decals.	4. 21.08%	47
Totals	100%	223

38.) More emphasis should be made through the Campaign and our education efforts about the hazards of carbon monoxide?

	Responses	
	(percent)	(count)
1. Strongly agree	1. 15.84%	35
2. Agree	2. 54.75%	121
3. Disagree	3. 11.76%	26
4. Strongly disagree	4. 0.90%	2
5. It's a minor problem on some boats	5. 16.74%	37
Totals	100%	221

39.) Where is the best location to inform boaters?

	Responses	
	(percent)	(count)
1. Place a decal near the helm.	1. 17.59%	38
2. Place a decal above the exhaust discharge.	2. 5.09%	11
3. Emphasize this during boating classes.	3. 12.50%	27
4. Install devices to warn passengers.	4. 19.91%	43
5. Place decals at boarding ladder and swim platform locations.	5. 44.91%	97
Totals	100%	216

40.) Assuming you are using a boat with a prop in towed water sports activities, you turn off the engine while people enter or leave the water in the vicinity of the stern. You do this because?

	Responses	
	(percent)	(count)
1. To avoid a prop injury	1. 27.44%	59
2. To avoid CO poisoning	2. 2.33%	5
3. Both	3. 67.44%	145
4. I don't turn off the engine	4. 2.79%	6
Totals	100%	215

41.) To what extent do you agree or disagree that the government should mandate catalytic converters on marine engines?

	Responses	
	(percent)	(count)
1. Strongly agree	1. 16.13%	35
2. Agree	2. 32.26%	70
3. Disagree	3. 9.22%	20
4. Strongly disagree	4. 8.76%	19
5. Need Time to Measure and ID problem first	5. 33.64%	73
Totals	100%	217

42.) Would a \$1,000 increase in your boat be acceptable to reduce the risk of carbon monoxide poisoning to zero or near zero?

	Responses	
	(percent)	(count)
1. Entirely too much	1. 29.81%	62
2. Too much	2. 26.44%	55
3. About right	3. 11.06%	23
4. Too Little	4. 0.48%	1
5. I have no idea	5. 32.21%	67
Totals	100%	208



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43.) What would improve safe boating outreach the most?

	Responses	
	(percent)	(count)
1. Sticking to one or two messages	1. 13.95%	30
2. Doing more locally	2. 24.19%	52
3. Doing more nationally	3. 6.05%	13
4. Focusing on high-risk groups (hunters, anglers, paddlers, etc.)	4. 26.05%	56
5. Enlisting more role models (celebrities, etc.)	5. 20%	43
6. Using consistent branding	6. 4.19%	9
7. Using consistent words/slogans	7. 5.12%	11
8. Other	8. 0.47%	1
Totals	100%	215

46.) Why won't boaters adopt more safe behaviors?

1. They don't know what to do
2. They don't like being told what to do
3. They believe it won't happen to them
4. They believe safe behavior interferes with their fun
5. They believe safe behavior is "uncool"
6. They have no role models

	Responses	
	(percent)	(count)
1. 4.11%	9	
2. 5.02%	11	
3. 74.89%	164	
4. 10.96%	24	
5. 2.74%	6	
6. 2.28%	5	
Totals	100%	219

44.) Do you agree that boating safety messages are effective at modifying the behavior or actions of boaters?

	Responses	
	(percent)	(count)
1. Agree	1. 52%	104
2. Strongly agree	2. 3.5%	7
3. Disagree	3. 25%	50
4. Strongly disagree	4. 5%	10
5. Don't know	5. 14.5%	29
Totals	100%	200

45.) Why have boating safety messages not been more successful?

1. They reach their audiences and are compelling, but boaters resist change
2. They reach their audiences, but are usually not compelling
3. They rarely reach their audiences at all
4. They make no difference

	Responses	
	(percent)	(count)
1. 29.11%	62	
2. 37.56%	80	
3. 28.64%	61	
4. 4.69%	10	
Totals	100%	213

47.) Out of these celebrities, who would be the best spokesperson for safe boating? (Choose one)

	Responses	
	(percent)	(count)
1. Bruce Springsteen	1. 3.88%	8
2. Cameron Diaz	2. 6.31%	13
3. David Letterman	3. 6.31%	13
4. Heidi Klum	4. 8.25%	17
5. Jay Leno	5. 11.65%	24
6. Katie Couric	6. 13.11%	27
7. Oprah Winfrey	7. 16.99%	35
8. Peyton Manning	8. 15.05%	31
9. Rush Limbaugh	9. 4.85%	10
10. Will Smith	10. 13.59%	28
Totals	100%	206



Ed Carter and Vigil Chambers of the National Safe Boating Council record their responses.



Monday at the Summit

OPEN FORUM

The open forum took place on Monday, March 14th and was led by Ted Rankine of Dual Media and William Griswold of the USBI and the NSBC. The forum discussed the direction of important issues in boating safety. The first issue of the forum was the feedback of the group regarding the audience polling. Many felt the polling was on the right track but thought more needed to be done by all to find out what would create a change in behavior for the boaters. Some people believed the questions needed more clarification. Many agreed that the North American Safe Boating Campaign was on target in making life jacket wear the single focus of its efforts.

The discussion moved on to the industry itself and what everyone at the conference could do to improve the direction of boating safety. It was brought up that many times people in the industry will preach about boating safety but will not practice it. Examples of this includes volunteers not wearing life jackets in boat shows and people participating in on the water activities but not putting on a PFD themselves. A number of people stated that they felt change would begin to take place on the local level and then hopefully spread from there.

The topic of PSAs was then raised and it was agreed upon that negative messaging was not the most effective way to reach boaters. Some felt that many boaters still have the "it's not going to happen to me" attitude, and therefore the PSAs should target those most vulnerable, particularly white males between the ages of 18 and 45. Some strategies suggested were using local statistic and markers where people have drowned, or perhaps invoking the support of colleges, athletes or coaches to help portray the message to this target group. Another important point that was discussed regarding PSAs had to do with the type of messages that were being created. Many felt it was important to focus on one quality message rather than having a large number of varied messages.

Continuing the discussion on the importance of PFDs, it was evident from the audience polling that some people felt the retail boating industry was not doing enough to help promote life jacket wear. Representatives from the PFD industry stated that being a smaller industry they did not have the resources to spend a large amount of money on advertising but are working on redesigning PFDs to allow for newer, more comfortable models that will be more wearable. Members of the boating manufacturing industry also stated that they are aware of the importance of life jackets and work hard to have them promoted but they encounter a fair amount of resistance from the boating companies. They have been working to get PFDs incorporated into shows, manuals, and commercials to create more of a unified message that when buying a boat you must also have and wear a PFD.

The open forum concluded with discussions on the proper use of an inflatable life jacket and the announcement of a PFD design contest developed by the PFDMA and the Boat US Foundation. The contest, "Innovations in Life Jacket Design" will encourage submissions for new and creative life jacket designs that will make the device more wearable than before. They are encouraging all to apply from those in the boating and water safety industry to

colleges, universities, science or design clubs, etc. The winner will be awarded \$5000.00 for their entry and will be submitted for USCG development and approval. The contest deadline is December 15th.

Beverage Break 2:15pm-2:30pm



POOL ACTIVITIES BOAT STABILITY, CAPSIZE, RECOVERY & RESCUE

ACA Staff

The staff of the American Canoe Association demonstrated boat capsizes, falls overboard, and self-rescue skills in the hotel pool. Purpose of Demonstration is to address the largest cause of fatal boating accidents – capsize and falls overboard.

ACA Staffers Gordon Black, Paul Sanford, and Pamela Dillon provided the presentation.

A look at the 2003 Statistics involving 703 fatalities:

- 206 fatalities – capsizes
- 201 fatalities – falls overboard
- 407 fatalities out of 703 deaths (56%)
- Result of person ending up in the water unexpectedly
- PFDs save people after the fact
- AVOIDING Unexpected Capsize and Falls Overboard

should be the goal of all boating safety programs

The demonstration provided a look at boat stability, added flotation in small boats, simple self-rescue and assisted rescue techniques, and a chance for participants to try the techniques.

Topics included:

I. Stability

A. What is stability?

- Boats float because they displace an amount of water equal to their weight. Shape allows them to float on top of the water even though they are made of materials that are heavier than the water itself
- Stability of any boat is related directly to the below water hull shape and the height of the center of gravity
- Stability is influenced by width/depth, outside influences including the movement of the load such as a passenger or skill of the paddler

B. Initial or primary stability – boat sits flat in the water

- Two forces at work – center of buoyancy, center of gravity

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- At rest, these two are equal near the center pivot point of the boat

Proper movement – Maintain three points of contact

Load the boat properly – stabilize load against movement

- pitch, yawl, roll

2. Changes occur when the boat takes on a load, especially people.

- Raising the center of gravity in the boat. When the center of gravity is elevated over the gunnels and outside the gunnels and gets off center, a number of things can occur

· Capsize

· Fall overboard

Secondary Stability

- Stability small boats have keeled over – determined by boat design

C. How to maintain stability.

1. Center of Gravity (CG) management. – Demonstrate how to watch/analyze a capsize - Belly button and chest enter (Center of Gravity Boogie)

Demonstrate - Properly picking something up from the water keeping the shoulders and nose inside the gunnel line of the boat.

Demonstration – In a typical capsize when the PFD is on the floor of the boat, it gets trapped under the overturned boat, making it inaccessible.

Demonstration - Flotation of Canoe

D. What causes loss of stability?

1. Poor CG management
2. Boat design can have significant impact
3. Increased displacement means decreased stability
 - a. Combined weight of boat, people, and equipment determines displacement

Demonstrate Fall Overboard – If the elevated CG gets off center, such as when a person leans to one side of the boat, the forces will either remain stable, or slide out to the side (falls overboard from small boats the boat often feels like it is kicked out from under the person)

Demonstrate - Sinking a boat without capsize

II. Demonstrate Recovery — techniques for recovering stability

- A. Minor instability — shift center of gravity. Note center of gravity
- B. Moderate instability – use bracing stroke. Note center of gravity
- C. Inversion
 1. Unassisted — self roll
 2. Assisted – bow rescue

III. Rescue. – WET EXIT with spray skirt demonstration

A. Self rescue – the most efficient method.

1. Swim to shore
2. Unassisted reentry
 - a. Paddlefloat
 - b. Scramble

B. Assisted rescues

1. Assisted re-entry (Use your buddy. Don't paddle alone)

b. Sling

2. Other assisted rescues AKA "contact rescues"

a. Tow or push

b. Swimmer on bow

C. Assisted rescues without boats, - Supported with GEAR

1. Throw ropes

2. Belayed swimmer, AKA "live bait" rescues – RESCUE VEST

D. RETHROG. (Paddlers often change this progression. For instance, paddling over to victim may be fastest, safest technique.)

1. Reach first with voice (give directions, encouragement.) Paddles, sticks, and even boats can extend reach
2. Throwbag is an important device
3. The new Reach system is a high-tech evolution of the throwbag and carabiner.
4. "Rowing" or paddling out sometimes is second rather than third. Maneuverability and the speed of contact make this a primary rescue technique.
5. "Go" means swim, either delayed or not. Also wading in some situations

Based on the findings in *Critical Judgment II*, the following safety practices are regarded as imperative for every paddler:

- Understand the limitations of the vessel with respect to size, carrying capacity, stability and designed purpose
- Know how to balance the boat and keep it from capsizing. This includes entering and exiting without turning over or falling out, and performing all maneuvers necessary with the boat upright
- Boat control is an important safety skill. Be able to propel the boat in a (relatively) straight line. Be able to turn the boat in either direction quickly and efficiently – preferably, even in waves and current. Be able to stop the boat's forward progress, and back up at least a short distance
- Have rescue and recovery skills. A paddler should be able to quickly perform a "self rescue," and should be able to effectively assist with the rescue of others

SUMMARY

- 1) Address stability issues as part of safety program
 - Keep shoulders inside the boat - Teach the Center of Gravity Boogie
- 2) Teach students how to avoid an unexpected capsize
- 3) Flotation is important in boats as well as on people
- 4) Lots of skills to learn in simple self-rescue and assisted rescue techniques
 - motivate you to take a skills course
 - Did not learn to ride a bicycle by reading a book – needed to hop on and have a few crashes – same for a canoe or kayak – experience capsize under trained

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Gordon Black and Paul Sanford of the ACA demonstrate paddling technique



Gordon Black and Paul Sanford of the ACA demonstrate rescue technique



Paddlesport Roll Demonstration

Paddlesport Safety Meeting

Corps of Engineers Meeting

Federal Energy Regulatory Commission (FERC)
Hydropower Meeting

International Delegate Reception



Tuesday at the Summit

TUESDAY, MARCH 15

Continental Breakfast with Exhibitors

Exhibit Area Open

Summit Registration

CONCURRENT BREAKOUT TRACKS

8:30 a.m. - 9:20 a.m

CAMP WADE

BOATING SAFETY YOUTH AWARD WINNER

**Russell Grimes, Houston Safe Boating Council
President**

WADE is an acronym for Water Activity Day Events. The first WADE was held on Lake Houston in July 1996 with 14 students in attendance. Since then we have had at least 1 WADE every summer with 2 most years. Our classes are restricted to 36 students per session. The sessions are held the third week of June and July every year. Our targeted ages are 14 to 18 years of age. We have many of our ex-students return every year to act as mentors to the current students. However, we do require our mentors to be at least 16.

The students are presented the material in a round robin atmosphere after the swim test the first day. The classes are held on 3 consecutive days from 8:00 am to 5:00 pm. The length of the class is set according to the session being presented. The classes range from 4 hours to 2 hours in length. The day begins and ends at a pavilion that we utilize as a base of operations throughout the day camp. There are theory classes with practical exercises for each of the disciplines. The disciplines are sailing, kayaking, power boating, and personal watercraft. We also include classes on personal floatation devices, legal requirements, trailering, aids to navigation, and vessel maintenance. The students are divided into 6 groups of 6 so that students can pair up for the skills based portion of the classes.

The program is advertised in many different ways. Members of the Houston Safe Boating Council, which is the founding organization of this event, distribute fliers to boating organizations and dealers in our area. Each member that has a booth at the Houston International Boating Sport and Travel Show held in January each year hands out fliers to the visitors at their booths. Last year over 20,000 fliers were handed out at this one event. In addition, members are requested to speak to many different groups throughout the year and WADE is often brought up at these speaking engagements. Some of the most effective groups that we have reached recently are the Boy/Girl Scouts of America and area PTA's. We also have had the good fortune to have younger siblings of past students come to WADE.

The WADE program can be utilized by any person(s) who has knowledge of water safety and boating, and the desire to impart their knowledge to young people. The WADE program is labor intensive and costly, but is easily done by utilizing sponsors

and volunteers. The more volunteers the easier the labor. The more generous the sponsors the less expensive the program is to the students, and the more able we are to provide better equipment for the students to learn with. The Houston Safe Boating Council (HSBC) currently depends on volunteer instructors of various disciplines to provide the equipment with the exception of personal floatation devices (PFD's) and power boats. The PFD's are owned by Houston Safe Boating Council and the use of the power boats are donated by a local boat dealer.

WADE is a day camp setting with students bringing their lunches. The camp provides bottled water and shade. Since heat indexes commonly reach the triple digits we constantly remind the student to hydrate. The parents are informed at the parent's orientation the morning of the first day of the additional nutritional needs of the students during the camp. The only time we are not on the water is if the threat of lightning exists. During those times we bring the students back to the pavilion and the theory portion of the classes are taught. There is/are always a paramedic(s) on site for the treatment of minor injuries. To date the only injuries we have had have been minor ones. The paramedic(s) is/are provided by local volunteer fire departments.

As part of their registration packet, each student is given a t-shirt. The t-shirts are all the same color. The instructors, volunteers, and camp directors wear t-shirts which are color coded for their respective duties. This is done for many reasons. The safety of the student is always foremost. The colored t-shirts help us to spot any interlopers mingling with students as well as to help promote the WADE program to passers by. The director and instructor's colors help the students to identify staff members. The students are not allowed to remove their t-shirts except at the pavilion and when permitted to do so by the instructor. The students are also advised to wear shoes they can get wet. Flip flops are not permitted. Shoes must be of a closed toe design. The students are also reminded to apply sunscreen liberally and often. WADE provides this and the sunscreen is always near by.

To help insure the students' safety we have members of law enforcement present at all times. Various agencies have provided on the water security as well as teaching some of the classes. We have found this to be very beneficial during on the water training as well as fostering better relationships between everyone involved.

All staff members are screened not only for their knowledge, but for their ability to teach this age group. Each person is also required to submit to a criminal history check.

Everyone is admonished about the use of intoxicants, both legal and illegal during WADE. They are advised that any one found in possession of illegal intoxicants will be turned over to law enforcement and not allowed to return to the camp. This applies to students and staff.

Through the WADE program over 250 students have been boater education certified by the State of Texas. Of the students that we have been able to track none have been involved in any boating accidents, received any boating citations or had any charges filed against them for illegal operation of vessels. We are proud to report that none of our alumni have died as a result of recreational water activities.

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In closing the WADE program is well received by the general public as well as the maritime industry. By putting better educated boaters with better attitudes on the water ways we believe that the public waters are a safer place to recreate. Most importantly we know that the program ***SAVES LIVES***.

The Houston Safe Boating Council will be holding Camp WADE this year at Clear Lake Park located just south of Houston, Texas on the following dates.

June 20 – 22, 2005

July 18 – 20, 2005

I would like to extend an invitation to all who have an interest in holding one in your area to attend and observe our methods. If you have any questions or if we may be of any assistance, please feel free to contact either of the individuals listed below.

Russell Grimes, President
Mindi Funderburg
Houston Safe Boating Council, Inc.
Clear Lake Area Chamber of Commerce
Office Phone 281-324-2250
Office Phone 281-488-7676
Cell Phone 281-850-0356
Email mindic@clearlakearea.com

CREATIVE PARTNERING DRAWS BOATING SAFETY AWARENESS

**John Annino, Connecticut Department of
Environmental Protection**
**Jacquelyn Gorman, Connecticut Department of
Environmental Protection**

For the past several years, the Connecticut Department of Environmental Protection and various Art Associations have collaborated on a yearly competition among local artists on the shore and inland for the cover of the annual Connecticut Boater's Guide.

The Connecticut Boater's Guide is a pocket size guide containing the updates on laws, regulations, safety tips and information of interest for the boating public. Partnering with the art associations is a winning combination for both parties. Featuring artwork from a local artist provides an attractive cover and provides a Connecticut painter exposure to a wider audience. A total of 120,000 guides are distributed statewide through marinas, town halls, libraries, boat classes, boat shows and posted on the internet.

This grassroots approach provides a unique way to actively involve the community and creates a picturesque environment to make boating safety issues prominent. Each year a reception is held to award the winning recipient and consists of distinguished guests from local and state government, the United States Coast Guard, the Connecticut Marine Trades Association and the general public.

Highlighting the kick-off of National Safe Boating Week, local press covered demonstrations outside the hosting gallery such as vessel safety checks or canoe and kayak demonstrations.

Inside the gallery, guests and artists enjoyed music and refreshments and admired oil, pastel, watercolor, and acrylic works of art displayed, which combined an artist's love of the water with our mission of boating safety and clean boating practices.

With the success of this event and interest from other groups, partnering with others has fostered bigger events to promote our mission of safe boating. For instance, we have partnered with the United States Coast Guard, American Red Cross, ConYack, Connecticut Paddlers, Appalachian Mountain Club, Eastern Mountain Sport and the University of Connecticut to promote clean boating practices, paddler safety and the importance of wearing safety gear. A little creative partnering can stretch a simple idea and promote awareness to a wider audience.

EMERGENCY ACTION PLAN AND A TOOL FOR WHEN THINGS CAN GO VERY WRONG

**Elvin "Speed" Fitzhugh
Relicensing Specialist**

Avista Corporation owns and operates eight hydroelectric facilities in western Montana, northern Idaho and eastern Washington. The facilities span a large geographic area and as such have the potential to impact many people and resources within the region if they were to fail. Emergency Action Plans (EAPs) are used to provide maximum early warning to ensure the safety and welfare of all people involved in the unlikely event of a dam or structure failure. Because of this rather large geographic area, Avista is responsible for providing EAPs to over 100 planholders, including emergency management offices and first responders. Although the planholders recognized the value of the full-sized EAPs, especially to the Federal Energy Regulatory Commission (FERC) and Avista, many questioned the value of the information relative to their roles in responding to dam failures or other non-dam-failure emergencies.

In December 1995, Avista began experimenting with a shortened version of the EAP as an alternative to the standard full-sized FERC-approved EAP. Avista began this experiment at the request of a number of planholders who felt the standard EAPs, most of which were over 50 pages in length, were simply too big and cumbersome to follow. Other planholders believed the information contained in the standard EAPs wasn't necessary or relevant to their needs as first responders.

In assessing this situation, Avista met with many of the planholders and posed a number of questions:

- Do the EAPs really need to be as large as they are to be effective?
- Does information in the standard EAP result in potential security risks?
- Is the "full" EAP user-friendly or is it even being used at all?
- What information in the EAP is most critical to first responders?

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Avista quickly determined that most of the planholders did not find the standard EAP user-friendly; in fact, most only utilized a small portion of it. Many felt the standard EAP had so much information in it that it was confusing for them to follow.

Avista and the planholders, especially those involved in law enforcement, also determined that much of the information contained in the full EAPs could aid terrorists bent on damaging one or more of the hydro facilities. This information included:

- Vicinity maps and structural drawings
- Operational descriptions, and
- Equipment and supply lists

Avista and the planholders worked together to determine the critical components of an EAP, in the hope that it could be reduced in size and scope. The outcome was that EAPs or versions of them should contain a brief 4- to 5-page description that only included information relevant to the planholders. This information consists of the following:

- Background and purpose
- Short description of the hydro facility
- Description of the notification flowcharts
- Description of the inundation maps and table
- Necessary actions of the local first responders
- Special warning equipment, such as sirens, alarms, etc.
- Emergency Activation System and/or other public warning systems
- EAP testing and training procedures, and the
- EAP contacts and revision protocol

In addition to the above text, Avista, and the planholders believed that the EAPs must include notification flowcharts, inundation maps and tables.

Again, since 1995, Avista has used the Short Form EAP with a limited number of planholders with a high degree of success. In December 2004, after consultation with all of the planholders Avista mailed the Short Form EAP to all of them but not to FERC, which received a full version of the standard EAP. This was the first time Short Form EAPs were provided to all planholders in lieu of the full version of the standard EAP for a five-year revision.

Utilizing the Short Form EAP has been well received by virtually all of Avista's EAP planholders and first responders. Many have expressed gratitude to Avista and to FERC for working diligently to develop an EAP that they felt would be more useful in times of emergencies. One emergency response agency had the following to offer. "Just read your new and improved short version EAP. I certainly hope more people go to this type of format. It will be more user-friendly for all of our coordinators and cooperating agencies. Kudos to you for doing this."

HOMELAND SECURITY

**Michael Baron, United States Coast Guard
Maritime Law Enforcement Agency**

This presentation was an overview of Maritime Homeland Security. Mr. Baron discussed why they are doing what they are doing, recent changes, the Marine Safety Transportation Act, watch programs and current innovations.

9:30am-10:20am

INNOVATIVE TOOLS TO TEACH WATER SAFETY

**Michael D Robinson, Chris Hannaford
and Artie Hoff**

Program Objective: To present our hands-on teaching techniques and ideas that we have used to make learning about water safety interesting and fun for the young people of our area and possibly offer something that our colleagues may use in their Water Safety Program. These tools are used to target the group of visitors which are proven by statistics to be at the greatest risk. The target group is easiest to reach in the school setting which requires proper procedures. This group may also be reached at safety fairs, exhibits, campgrounds and through visitor center displays. Some of the innovative tools which we showed and discussed included "Mock Boats", "Save The Ranger", Portable, Rescue Station, Water Safety Wheel of Fortune, Water Safety Trailer, Water Safety Billboards, Water Safety Signs, Water Safety Commercials, Seasonal Songs and Cards, prizes and a Water Safety Competition.

Mr. Robinson presented a power point program consisting of 24 slides showing these innovative tools in action and how they were conceived. The majority of the drowning incidents and boating accidents at Enid Lake involved people who lived within 50 miles of the lake and were between the ages of 10 and 21. As a former educator, and with these statistics in mind, Mr. Robinson set out to develop a water safety program that would reach the children in our area schools and campgrounds. The first tool discussed was Enid Lake's three water safety billboards located at the lake's North Access and South Access and adjacent Interstate Highway 55. A total of 7,249,361 visitors have viewed these signs since July 4, 2004. One of these billboards involves a partnership with the Mississippi Highway Safety Patrol which includes a television commercial. This billboard can be seen from interstate highway 55 and promotes the "Buckle Up" safety policy for vehicles and PFD's. Enid Lake Rangers involved local elementary school students in designing unique signs to be used at lake beaches, playgrounds and boat ramps by drawing a water safety message on half sheets of plywood and having local elementary students paint these signs. One of these signs is located at the school playground. Special signs were also designed with safety rules for swimming and boating and are displayed at boat ramps and designated swimming beaches. Knowing that television was the time proven method of reaching the largest number of people while delivering maximum impact at a minimum cost, Mr. Robinson contracted with a production company and produced a number of television spots that would address the major causes of drowning by lake visitors. These commercials were all filmed at Enid Lake, with project Rangers, members of the public and the head football coach from The University of Mississippi. This approach gave a local and personal touch to the commercials and has been very effective in reminding visitors about the need to wear personal flotation

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devices, the dangers of mixing alcohol with water related activities and the safe operation of personal watercraft. Over 6,000 water safety spots are aired from May through Labor Day each year reaching a viewing audience of over one hundred thousand people in North Mississippi. Feedback from visitors has been positive, indicating that the program is reaching the targeted audience. As a part of our Water Safety Outreach Program local elementary students designed special water safety Christmas and Valentine Cards for their parents and designed water safety posters for area Christmas Parades. As a reward these students rode on the Enid Lake Christmas float displaying their water safety posters as a part of a Volunteer Agreement. At the end of the school year the students wrote and presented a water safety play to the school and their parents. In this play were songs that individual students wrote concerning water safety.

2005 Water Safety Calendars (one for children and one for adult) were designed and available at the lake's visitor center. This became a very popular item with our visitors and has resulted with numerous requests. These calendars can be personalized to fit any lake. Also at our visitor center are water safety brochures and stickers in Spanish. We have developed a lake water safety logo which we have printed on our fax cover sheet, which draws comments from other Corps offices and businesses.

As part of Enid Lake's public outreach program, park rangers target 5th graders in area schools to teach boat and water safety. Enid Lake Rangers began revitalizing the Enid Lake's Water Safety Outreach Program that is taught in conjunction with the Mississippi Boating Course. Upon successful completion of this course students receive a state "Boating Operator's Certificate", which is required for all persons born after June 30, 1980, to legally operate a boat in Mississippi waters. The final Boat and Water Safety Class involves competition between classes with the winning class receiving a plaque and their pictures are published in the local newspaper. The competitions require the use of the knowledge and skills taught in the classes, and require the participation of every student in each class. Some of the events include students labeling the different parts of the mock boats, making correct decisions in different water rescue scenarios, a relay race through buoys with each participant required to put on a lifejacket and pass it on to the next relay runner, decision making in meeting, passing, and crossing situations using the mock boats, and a written test to measure knowledge retention. Mr. Robinson approached a retired school principal/carpenter in the local community and obtained his cooperation with several unique projects. One was to build two "mock boats" (boats on wheels) in which students could demonstrate their knowledge of the "rules of the road", navigation skills, and the parts of a boat. Another idea was to construct a water rescue prop named "Save the Ranger". This prop was constructed out of plywood, shaped and painted to depict a park ranger with out stretched arms as if he were drowning. Using this prop students demonstrate the different rescue techniques of "Reach, Throw, Row, but Don't Go" including the use of reach poles, rescue throw bags, and throw rings. This required the construction of a miniature version of a Corps rescue station including signage, reach pole and throw bag. The latest

idea was the development of a "Wheel of Fortune" for Water Safety. Participants in this game spin a wooden "Wheel of Fortune"; answer questions related to water safety and receive a prize for a correct answer. Prizes range from safety buttons to lifejackets. When not traveling with the instructors, the wheel of fortune game is placed at the entrance to the lake's Visitor Center where it gains the attention of all and is available to visitors. Ads are run in local newspapers to encourage visitors to come by the visitor center and participate in water safety and try their hand at the wheel of fortune. Mr. Robinson has also acquired a trailer to store and transport the water safety equipment and teaching materials, which has Enid Lake's Water Safety Message prominently displayed in an effort to increase public awareness. Enid Lake Personnel went from teaching the course in four schools in 2002 to thirteen schools in 2004. Mr. Robinson has had numerous inquiries regarding his unique and highly successful teaching techniques from other boat and water safety professionals throughout the country.

Special designed litter bags with the Enid Lake Water Safety Logo on front side and boating and swimming safety tips printed on the back were handed out to participants of the summit. Contents of these bags included: transparencies of two of our signs (Noah, "Two by Two" and Jonah, "Swim Only in Designated Area) and the "Save the Ranger", examples of children Christmas Cards, Adult and Children's 2005 Water Safety Calendar, Crayons (special designed water safety message on box), instructions on how to build the "Wheel of Fortune, two water safety buttons designed for Enid Lake, and a Water Safety Frisbee. If you would like these items or a copy of our power point program on "INNOVATIVE TOOLS TO TEACH WATER SAFETY" please contact Mike Robinson at Enid Lake Field Office. (Phone 662-563-4571) email: michael.d.robinson@mvk02.usace.army.mil

By using these new and innovative techniques to teach and promote water safety through fun hands-on activities statistics indicate that the number of drownings and boating accidents have decreased, which is the true measure of success. It is our goal to teach Water Safety to every potential visitor to Enid Lake.



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THE YOUNG AND THE RECKLESS

Ernie Lentz, U.S. Army Corps of Engineers



One of the US Army Corps of Engineers most recent efforts in water safety education was the development of an educational program that could be used to educate preteen and teenage audiences, particularly kids preparing to get their driver's licenses. The resulting program, "The Young and the Reckless" plays off of the theme, "reckless is reckless" whether the driving is on the road or on the water.

In the video, we follow two driver's education students during their efforts to win a class-sponsored competition where they must demonstrate the similarities of driving a boat versus driving a car. Ashley and Russell each have their own unique approach to delivery, but only one can win. While completing the assignment, each learns some important boating and water safety facts compiled by the U.S. Coast Guard.

Lynda Nutt, Corps Program Manager and Ernie Lentz, Corps Park Ranger will discuss the need and success of this new video. The video fills an important niche in the educational arena, as little has been produced recently that specifically targets preteens and teens about the importance of safety on the water.

PLANNING FOR EMERGENCIES LESSONS LEARNED FROM SILVER LAKE DAM FAILURE

Teresa Schwalbach, Marquette County, Michigan

First, I would like to give you some background information on Marquette County, Michigan. Marquette County, in the Upper Peninsula of Michigan, has approximately 1,873 square miles of land. Compared to the state of Rhode Island, which has 1,250 square miles of land, the County of Marquette would fit in the state of Rhode Island. There are over 1,800 inland lakes, approximately 4,000 miles of rivers and creeks and the average snowfall is 172.2" with a record snowfall (1996) of 272.2". Marquette County has a population of 64,634 (2000 census). The Upper and Lower Peninsula are joined by the Mackinac Bridge, which is 5 miles long with 4 lanes of traffic.

In the state of Michigan, the Emergency Management Act, Public Act 390, PA of 1976, created the Emergency Management Division within the Michigan State Police. From this act, each county is mandated to have an emergency management program in place. This allows those counties to receive federal funding. The

role of the emergency management program is to coordinate emergency management activities within the county or municipality. What that entails is developing and maintaining an Emergency Operations Plan, activating that plan in an emergency or disaster situation, developing the means to build relationships among disciplines (police, fire, EMS) within the jurisdictions, planning and implementing training exercises designed to test local capabilities, identifying deficiencies in emergency management programs, providing community outreach programs to educate the public on emergency management and issues, coordinating the allocation of homeland security funds, and activating the Emergency Operations Center (EOC) in an event. The EOC is the "hub" during the response phase of an event. All key people in your plan will be manning the EOC providing resources to those on the scene of the accident. Those individuals will include public information, police, fire, EMS, public health, communications, emergency management, public works and any others who will be responsible for providing information and services during an event.

There are four phases in emergency management: planning, response, recovery, and mitigation. How an emergency management coordinator develops those four phases into their plan are by assisting local emergency response agencies in planning for events by exercising, assisting with on-scene command staff to get necessary resources during an event, working with state and federal officials to help local jurisdictions recover from the event, assisting local jurisdictions in getting funding to mitigate areas that need to be fixed before an incident takes place. This is done by coordinating, updating and testing your plans.

My recommendations for public and private sector agencies are as follows:

Coordinate, Update and Test

- Coordinate needs with Emergency Management Coordinator before and during an emergency. They are an excellent resource for getting information
- Update contact information on a regular basis
- Make sure your technical details are clear, especially how to read maps
- Meet often – (face to face)

When Testing Your EAP

- Ask the Emergency Managers how the exercise can help them. (get their buy-in) They can help assist with the development of the exercise and evaluate the exercise to provide an impartial view of what may need to be corrected
- Schedule exercise activities to accommodate the participants
- Exercise should be realistic. Don't have a snow storm exercise when you do not get snow
- Functional exercise every 3 to 5 years. This is where people "play the game" in a workshop setting
- Goal is to "Learn So You Improve"

By Testing "Exercising" the plan, you...

- Will know what your role is ahead of time
- Get to know the people who will be involved (police, fire, EMS, Coast Guard)

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- Identify deficiencies in the plan and correct them
- Do Not Let the Emergency Response Plans Gather Dust!
- Update data on a regular (annual) basis
- Make sure everyone (staff, emergency management, dispatch center, etc.) has a current emergency action plan for your facility
- Make sure everyone knows what their role is when the plan is activated
- Accurate maps are crucial

The flooding event of 2003 took all of Marquette County by surprise. Six units of Government were affected, the County of Marquette, the City of Marquette, and three townships (Negaunee, Ishpeming and Champion). 2,300 residents were evacuated, major employers were impacted, at least eight small to medium employers were affected, three dams/dikes were damaged, two dams/dikes were destroyed, nine bridges were damaged or destroyed, there was extensive damage to two parks and three public access sites, there was a major river channel realignment, major soil and stream bank vegetation loss, significant sediment deposition, debris field and undetermined sheen discharged to Upper Harbor, 57 residents were either fed or sheltered by the American Red Cross, energy conservation instituted as a result of power plant shutdown and property loss carried off in flood waters.

We learned that the Emergency Action Plan (EAP) for the facility was vital. We knew who to evacuate and when. A functional exercise was conducted in 1998 using this same scenario. However, most attendees stated that this scenario would never happen in our county. This exercise was beneficial because emergency personnel were ready when the event occurred. Real time web site info and FAQ's helped the public. This alleviated residents and onlookers going to the sites and possibly putting themselves at risk. Having a backup communication system is imperative during an event. I cannot stress how important it is to have the right people in the Emergency Operations Center from both the public and private sector. It is very important to have them there to provide facts about their facility and information regarding what is going to happen and when. The following information is what emergency management coordinators cannot stress enough:

- "Exercising" an emergency action plan is a must!
- Have good rapport with local, state and federal agencies. This will help significantly.
- Town hall meetings with the public can be very beneficial. It allows them to ask questions, learn what is happening and what is being done and alleviates rumors or misinformation.
- Coordination between agencies is a key factor in how successful a response to an event will be.
- Turf wars do not work during an event. Work it out prior to the event!
- Don't ever assume it won't happen to your community, it will!

For more information on our flooding event, I wrote an article for the *Hydro Review* magazine. The article can be found in Volume XXIII, No. 6, September 2004 issue. Their web site is www.hcpub.com. If you have questions on emergency management in your area, contact your local emergency management office.

FEDERAL CARRIAGE REQUIREMENTS FOR RECREATIONAL VESSELS

Joseph Carro

U. S. Coast Guard Headquarters (G-OPB-2)

1. Introduction
 - a. History & References
 - i. Motorboat Safety Act of 1940- required equipment by size class
 - ii. Federal Boating Safety Act of 1971- manufacturer requirements
 - iii. Commercial Fishing Industry Vessel Safety Act of 1988
 - iv. Titles 33 and 46 of the Code of Federal Regulations
 - v. Navigation Rules, International – Inland, (Colregs)
2. Definitions of importance
 - a. Boat means any vessel manufactured or used primarily for noncommercial use; leased, rented, or chartered to another for the latter's noncommercial use; or engaged in the carrying of six or fewer passengers.
 - b. Recreational vessel means any vessel being manufactured or operated primarily for pleasure; or leased, rented, or chartered to another for the latter's pleasure. It does not include a vessel engaged in the carrying of six or fewer passengers.
 - c. Vessel includes every description of watercraft used or capable of being used as a means of transportation on the water.
 - d. Underway means that a vessel is not at anchor, or made fast to the shore, or aground.
 - e. Use means operate, navigate, or employ.
3. State Numbering, 33 CFR 173, Subpart B
 - a. There are two methods of U. S. vessel registration
 - i. Federal Documentation
 - ii. State Numbering
 - b. Applies to all vessels equipped with propulsion machinery, they must be numbered in the state of principal use
 - c. Exceptions-
 - i. U. S. government vessels
 - ii. State government vessels
 - iii. Foreign vessels temporarily in U. S. waters
 - iv. Ships life boats
 - v. Documented vessels
 - vi. Racing Vessels
 - vii. Tenders with less than 10 hp
 - d. Certificate of Number- This is the registration form issued by the state in which the vessel is

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principally used. It will be pocket sized and contain the following information:

- i. The number issued
 - ii. Expiration date
 - iii. State of principal use
 - iv. Name and address of the owner
 - v. Vessel use – pleasure, commercial, rental, dealer
 - vi. Manufacturer’s hull identification number
 - e. There are three types of Certificates issued
 - i. Original
 - ii. Temporary-issued for not more than 60 days
 - iii. Duplicate-issued when the original is lost or destroyed
 - f. Certificate requirements when inspected for compliance
 - i. Current, (not expired)
 - ii. Original, Temporary, or Duplicate, (no photocopies)
 - iii. Numbers match the vessel
 - iv. Must be aboard
 - g. Rental or leased vessel
 - i. The owner or representative of a leased or rental vessel:
 1. less than 26 feet in length
 2. used for non-commercial operation
 3. leased for less than seven (7) days
 4. May retain the certificate at the dock. If the certificate is not aboard, the vessel MUST have a copy of the rental agreement aboard
4. State Number Display
- a. Numbers must be painted on or permanently attached to the forward half of the vessel (both sides). Temporarily affixed is acceptable for dealers. A backing plate must be used if the hull, superstructure configuration does not allow for the numbers to be easily visible
 - b. Be in plain vertical block characters of not less than 3 inches in height
 - c. Contrast with the color of the background and be distinctly visible and legible
 - d. Have spaces or hyphens that are equal to the width of a letter other than “I” or a number other than “1” between the letter and number groupings
 - e. Read from left to right
 - f. Exempted tenders must display the number “1” after the number display
 - g. Validation sticker must be within 6 inches of the number display
 - h. Proper displays include;
 - i. VA 1 A
 - ii. VA 12 A
 - iii. VA 123 ABC
 - iv. VA –1234--AB
5. Hull Identification Numbers, 33 CFR 181.21
- a. Applicable only to recreational vessels 46 USC 4301
 - b. Boats built after 01 November 1972
 - c. Boats built after 01 August 1984 must have a duplicate “Hidden HIN”
 - d. Boats built prior to 1972- no federal requirement, may find serial numbers
 - e. There are three formats:
 - i. Straight Year
 - ii. Model Year
 - iii. New Format- 1984, Currently in use
 - f. Information contained within a HIN, 12 Characters
 - i. Manufacturers ID Code (MIC)
 - ii. Serial Number
 - iii. Month of Production
 - iv. Year of Production
 - v. Model Year
 - g. Display of HIN
 - i. Affixed to the starboard outboard side of the transom
 - ii. Within two inches of the top of the transom
 - iii. No transom, no problem, affix to the outboard side of the starboard hull within one foot of the stern (Catamaran Note)
 - iv. No less than one-fourth of an inch high
 - v. Permanently affixed, embossed, raised, plates, engraved, etc.
 - vi. No other information within two inches, unless separated by borders
6. Federal Documentation, 46 CFR parts 67 through 69
- a. Purpose- This is the second method that vessels are registered in the U. S.
 - i. It is required for a vessel to operate in certain trades
 - ii. Serves as evidence of the vessels nationality
 - iii. Permits a vessel to be subject to preferred mortgages
 - b. Vessels eligible to be documented
 - i. Any vessel of at least 5 net tons wholly owned by a U. S. citizen(s), including, but not limited to, vessels used exclusively for recreational purposes and vessels used in foreign trade
 - c. Vessels required to be documented

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- i. Any vessel of at least 5 net tons which is engaged in fisheries on the navigable waters of the U. S. or in the EEZ, Great Lakes trade, or coastwise trade
 - ii. Exemptions- Vessels less than 5 net tons, don't operate on navigable waters, or in EEZ fisheries, etc.
 - d. Valid Documents
 - i. On board the vessel
 - ii. Current, (renewed annually)
 - iii. Vessel name and numbers match the document
 - iv. Has the proper endorsements, may have multiple endorsements
 - v. Has a raised seal over the documentation officer's name
 - e. Documented vessel marking requirements
 - i. Interior display
 1. The number will be preceded by "NO"
 2. Permanently affixed (will cause damage if removed)
 3. 3 inch block-type Arabic numerals
 4. Clearly visible
 5. Interior structural part of the hull
 - ii. External display on a commercial vessel
 1. Name on both sides of the bow
 2. Name and hailing port on the stern
 3. 4 inch min. height
 4. Clearly readable
 - iii. External display on a recreational vessel
 1. Name and hailing port together in one place on the hull
 2. 4 inch min. height
 3. Clearly readable
7. FCC License, Federal Licensing, and Certificate of Inspection
 - a. FCC License Requirements, 47 CFR 80 and COLREGS
 - i. Purpose- It allows a vessel to use regulated transmitting equipment
 - ii. Requirements- Any vessel that is required to have transmitting equipment aboard must have a FCC ship radio station license.
 1. On board and posted near control point (Temp license also)
 2. Photo copy may be posted, original aboard, copy must state location of original
 3. Not required to be posted if vessel construction prohibits posting, original must be aboard
 - iii. Vessels required to have a radio telephone IAW COLREGS
 1. Power driven vessels over 20 meters in length when navigating
 2. Vessels over 100 GT carrying at least one passenger for hire when navigating
 3. Towing vessels 26 ft and greater when navigating
 4. Dredge and barges engaged in operations likely to affect the navigation of other vessels
 - iv. Information on the license
 1. Vessel name and number
 2. Expiration date, (currency length varies)
 3. Call sign
 4. Authorized transmitting frequencies
 5. Name and address of licensee
8. Federal Licensing, 46 CFR 10
 - a. There are two main categories of merchant marine licenses found aboard vessels
 - i. Deck
 - ii. Engineering
 - b. Some vessels are required to carry licensed mariners, they include:
 - i. Vessels that carry passengers for hire
 - ii. Vessels that carry hazardous cargo
 - iii. Vessels that are greater than 15 gross tons and carry freight for hire
 - iv. A tug boat over 26ft in length
 - v. A commercial assistance tow boat
 - c. License inspection
 - i. Must be original
 - ii. Current (within 5 year issue date)
 - iii. Operating within the limits of the license
 - iv. Licensed individual is aboard
 - v. The license must be readily available on un-inspected vessels
 - vi. The license must be posted under glass on inspected vessels
9. Certificate of Inspection (COI), 46 CFR parts 11 and 91
 - a. There are two types of Certificates of Inspection
 - i. Permanent

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- ii. Temporary, issued pending the issuance of a permanent COI
 - b. Vessels required to have a COI aboard
 - i. Carries 7 or more passengers for hire
 - ii. Carries hazardous cargo
 - iii. Is over 15 gross tons, and carries freight for hire
 - c. Certificate inspection
 - i. Original
 - ii. Current
 - iii. Vessel name and number match document
 - iv. Vessel is operating within the limits of the COI, (crew and geographical limits)
 - v. The COI must be readily available on vessels under 25 GT
 - vi. The COI must be posted under glass on vessels 25 GT and over
- 10. Personal Floatation Devices (PFD's), 33 CFR 175, and 46 CFR 25
 - a. Applicability- All recreational vessels that are propelled or controlled by machinery, sails, oars, paddles, poles, or another vessel.
 - b. Requirements- No person may use a recreational vessel unless one PFD of the following types is on board for each person:
 - i. Type I PFD
 - ii. Type II PFD or
 - iii. Type III PFD
 - iv. If 16 feet or more in length vessels must also have a TYPE IV
 - c. No person may operate a recreational vessel under way with a child under 13 years old aboard unless each child is:
 - i. Wearing an appropriate PFD approved by the Coast Guard; or
 - ii. Is below decks or in an enclosed cabin
 - d. Exemptions- A type V PFD may be carried in lieu of any PFD required under this part provided:
 - i. The label indicates the device is approved for the activity the vessel is being used, it is an authorized substitute, and it is used IAW the label and the owners manual
 - ii. Canoes and Kayaks 16 feet and longer are not required to carry a Type IV device
 - iii. Racing shells, rowing skulls, racing canoes and racing kayaks are exempt from carrying any Type PFD
 - iv. Sail boards are exempt
 - v. Vessels of the U. S. used by foreign competitors while practicing or racing in competition are exempt provided they have a PFD from the sponsoring country aboard
- e. Stowage-
 - i. Type I, II, III, PFD's must be readily accessible
 - 1. Reached in a reasonable amount of time
 - 2. No, they don't have to be out of the plastic bag
 - a. I don't care what you've heard
 - ii. Type IV PFDs must be immediately available
 - 1. Instant access to the device to respond to an emergency
- f. Condition, size and fit, and approval marking
 - i. PFDs must be in good and serviceable condition
 - ii. PFDs must be the appropriate size for the intended wearer
 - iii. PFDs must be Coast Guard approved, (label number)
- g. Other-
 - i. Under 13 law- Provision for adoption of state regulations
 - ii. Inflatables- (including inflatable hybrids) good and serviceable includes properly armed inflator mechanism, air chambers capable of holding air, serviceable oral inflation tube(s), lanyard, and inflator status indicators
 - iii. Commercial requirements- name(s), retro, lights, stowage

11. Fire Extinguishers, 46 CFR 25

- i. Required on all vessels with any one of the following conditions:
 - 1. Closed compartment under thwarts and seats wherein portable fuel tanks may be stored
 - 2. Double bottoms not sealed to the hull or which are not completely filled with floatation material
 - 3. Closed living spaces
 - 4. Closed stowage compartments* in which combustible or flammable materials are stowed
 - 5. Permanently installed fuel tanks
 - a. ***Note:** The following, do not, in themselves, require fire extinguisher to be carried

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- i. Bait well
 - ii. Glove compartment
 - iii. Buoyant floatation material
 - iv. Open slatted flooring
 - v. Ice chests
 - a. Inspection Requirements:
 - i. Must be "Marine Type", (identified on label)
 - ii. Must be Coast Guard Approved
 - iii. Must be in good and serviceable condition
 - iv. Must have an efficient charge
 - v. Must have enough extinguishers for the type and size of vessel
 - 1. Requirements for motorboats 65 feet and less in length.
 - a. Less than 26 feet-One (1) B-I
 - b. 26 feet to less than 40 feet-Two (2) B-I
 - c. 40 foot to 65 feet—Three (3) B-I
 - d. Greater than 65 feet add One (1) B-I for each 50 gt.
 - b. Substitutions:
 - i. One B-II replaces two B-I fire extinguishers
 - ii. A Coast Guard approved fixed system replaces one B-I
 - c. Exemptions:
 - i. A motorboat less than 26 feet in length, of open construction, propelled by outboard motors, and not carrying passengers for hire
 - ii. A vessel contracted for prior to November 19, 1952. Existing equipment is acceptable if serviceable. New installations and replacements must meet current requirements
 - d. Side Show
 - i. No, they don't have to be in the bracket, mounted
 - 1. I don't care what you've heard.
 - a. Stowage locations only apply to commercial vessels
12. Backfire Flame Control: 46 CFR 25
 - a. Required on every gasoline engine installed in a motorboat or motor vessel after April 25, 1940, except outboard motors, shall be equipped with an acceptable means of backfire flame control
 - i. Installations made prior to November 19, 1952 are acceptable as long as they remain good and serviceable
 - b. There are four basic types of backfire control devices:
 - i. Reed type (found in outboards)
 - ii. Mesh type
 - iii. Air Induction/fuel injection type
 - iv. Velocity stacks (carburetor attachments)
 - c. Backfire flame arrestors must comply with SAE J-1928, or UL 1111, requirements and be securely attached to be accepted
 - d. Velocity Stacks must disperse flames to the atmosphere and not endanger the vessel, persons on board, or nearby vessels and structures
 - e. If a vessel has received an exemption to the appropriate requirements it will display a label with the following information:
 - i. THIS BOAT IS NOT REQUIRED TO COMPLY WITH THE FOLLOWING U. S. COAST GUARD STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION: (The exemptions will then be listed such as Display of Capacity Information, Safe Loading, Floatation, Fuel System and Powered Ventilation), followed by, AS AUTHORIZED BY U. S. COAST GUARD GRANT EXEMPTION
13. Ventilation: 46 CFR 25, and 33 CFR 183
 - a. Purpose of ventilation is to remove combustible vapors from a compartment
 - b. Requirements- Ventilation is required on all vessels, which use gasoline engines for electrical generation, mechanical power or propulsion
 - c. Exceptions- Outboard motors and vessels of open construction
 - d. There are three means in which a vessel is ventilated:
 - i. Open construction
 - ii. Natural ventilation
 - iii. Powered ventilation
 - e. Inspection Requirements
 - i. Open construction- None
 - ii. Natural ventilation, boats built after 25 April 1940.
 - 1. Intake/exhaust ducts, with cowls, intake hose (below carburetor), exhaust hose (lower 1/3 of the bilge)
 - iii. Powered ventilation, boats built after 31 July 1980.
 - 1. Intake/exhaust ducts, with cowls, powered blower installed on the exhaust duct, extending to lower portion of

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the bilge, (requirement for intake hose length not applicable.)

- iv. All ducting must be in good and serviceable condition and of the correct size, including cowls or equivalent
- v. Label required on vessels with powered ventilation.

- 1. Located as close as practicable to each ignition switch
- 2. In plain view of the operator
- 3. And has at least the following information:
WARNING- GASOLINE
VAPORS CAN EXPLODE.
BEFORE STARTING
ENGINE OPERATE
BLOWER FOR 4 MINUTES
AND CHECK ENGINE
COMPARTMENT BILGE
FOR GASOLINE VAPORS.
(Sniff Test)

14. Visual Distress Signals (VDS), 33 CFR 175

- a. Applicability- VDS are required to be carried onboard vessels operating on the Great Lakes, High Seas, Territorial Seas and connecting waters seaward of a point where the entrance exceeds 2 nautical miles
- b. Exceptions- The following vessels are exempt from carrying night time VDS when operating during daylight hours, (sunrise to sunset)
 - i. Vessels less than 16 feet in length
 - ii. Vessels competing in any organized marine parade, regatta, race, or similar event
 - iii. A manually propelled vessel
 - iv. A sailboat of completely open construction, not equipped with propulsion machinery, under 26 feet in length
 - v. These exempted vessels must carry nighttime devices when operated between sunset and sunrise
- c. VDS categories- (Pyrotechnic and Non-Pyrotechnic)
 - i. Pyrotechnic devices use flammable materials, are designed for both day and nighttime use. Pyrotechnic devices, including launchers, must be Coast Guard *approved*.
 - 1. They include:
 - a. Hand-held orange smoke flares (day only)

- b. Hand-held red combination flare (day/night)
- c. Red parachute flare (day/night)

- ii. Non-pyrotechnic devices do not use flammable materials and are also designed for both day and nighttime use. Non-pyrotechnic devices must be Coast Guard *certified*.

- 1. They include:

- a. Electric distress light, flashing S-O-S (night only)
- b. Orange distress flag, with a black square and black ball, (day only)

d. Requirements

- i. Acceptable VDS combinations. Vessels may carry individual day, night, day/night, pyrotechnic or non-pyrotechnic devices in a variety of combinations to meet the carriage requirements.

- 1. These include:

- a. A distress lantern and 3 smoke flares
- b. The orange flag and the distress lantern
- c. 3 day/night combination flares

- ii. Other acceptability requirements:

- 1. Legibly marked with a certification label or approval number
- 2. Must be in good and serviceable condition
- 3. Must be properly stowed, (readily accessible)
- 4. Must not be expired

15. Sound Producing Devices, Navigation Rules

- a. All vessels are required to carry a sound signaling device capable of making an efficient sound signal.
 - i. Vessels greater than 12 meters must have a whistle (Annex III)
 - ii. Vessels less than 12 meters, if not carrying a whistle, shall be provided with some means of making an efficient sound signal
 - iii. Note: "whistle" for vessels greater than 12 meters generally does not refer to a police type whistle. On vessels less than 12 meters a police type whistle may meet this requirement

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- b. Bell
 - i. All vessels greater than 20 meters, (65.6 feet) in length must carry a bell (300 mm(11.8 inch) diameter)
 - c. Navigation Lights and Rules
 - i. Navigation Lights- All vessels underway or at anchor are required to display navigation lights between sunset and sunrise, and in restricted visibility
 - ii. Inspection for compliance includes checking for proper lighting for the type of vessel and the activity the vessel is engaged in
 - iii. Navigation Rules- All self propelled vessels greater than 12 meters in length and operating on the inland waters of the United States, are required to have a copy of the Inland Rules aboard
16. Oil Pollution Prevention, 33 CFR 151, 155, Federal Water Pollution Control Act.
- a. Applicability- All U. S. vessels anywhere and vessels with propulsion machinery, operating on navigable waters and /or the contiguous zone of the United States.
 - b. No vessel may operate on U. S. navigable waters, unless:
 - i. It has the capacity to retain on board all oily mixtures
 - ii. And is equipped to discharge them to a reception facility
 - 1. bucket and sponge (Bob)
 - iii. U. S. non-ocean going and ocean going ships of less than 400gt may retain all oily mixtures on board in the ships bilges
 - 1. Sludge tank not required
 - 2. oily water separator is acceptable
 - iv. Oil may not intentionally be drained into the bilge
 - c. Pollution Placards
 - i. Required on board all vessels 26 feet in length and greater
 - ii. Must be 5 inches by 8 inches and made of a durable material
 - iii. Fixed in a conspicuous place in each machinery space, or at the bilge or ballast control station, stating the following:
 - 1. Insert placard picture here**
17. Garbage Pollution Prevention, 33 CFR 151
- a. The regulations concerning disposal of garbage from vessels into the High Seas, U. S. Territorial Seas and many other waterways are extensive. It is not possible to capture all the applicable requirements for this disposal here. The specific carriage requirements concerning garbage disposal for most U. S. vessels will be covered
 - b. Garbage Pollution Placard
 - i. Required on manned U. S. vessels 26 feet and greater in length
 - ii. A garbage placard states where a vessel can and cannot discharge certain types of garbage on the high seas and in the U. S. territorial waters
 - iii. Must be made of a durable material at least 4 inches high and 9 inches wide with letters at least 1/8 inch high
 - iv. Must be displayed in prominent locations and must be located in sufficient numbers readily accessible to the crew and passengers
 - 1. Insert placard picture here**
 - c. Waste Management Plan
 - i. Required on all manned ocean going U. S. vessels that are 40 feet or more in length, engaged in commerce, or equipped with a galley and berthing facilities
 - ii. A waste management plan is a written plan required to be signed by the master or person in charge of a ship on how the garbage of the vessel will be collected, processed, stored, discharged, and who will be in charge of carrying out the plan
 - 1. Insert plan picture here**
18. Marine Sanitation Devices, (MSD) 33 CFR 159
- a. A marine sanitation device is equipment on board a vessel designed to receive, treat, retain, or discharge sewage, and any process to treat such sewage
 - b. Required on vessels equipped with installed toilet facilities.
 - i. Does not apply to Port-a-Potties, even if duct taped down
 - c. There are three types of MSD's
 - i. Type I – Chemical
 - ii. Type II – Biological
 - iii. Type III – Holding tanks, incinerators, recirculators
 - iv. Type I and II devices are flow-thru devices, Type III's generally prevent overboard discharge
 - v. Certifications, label, letter, and automatic certification

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- d. Requirements
 - i. MSD regulations are only enforceable in the territorial seas and inland waters
 - ii. Inspect the system for proper operation and configuration, location
 - iii. "Y" valves are an optional piece of equipment
 1. If installed it should be in the correct position
 2. It only needs to be "SECURED" if the vessel is in a "NO DISCHARGE ZONE"
 3. No, it doesn't need to be under lock and key with 20 feet of chain any place else!
 - a. I don't care what you've heard.
19. Negligent Operations, 46 USC 2302
- a. 46 USC 2302
 - i. (a) Negligent Operation
 - ii. (b) Grossly Negligent Operation
 - iii. (c) Boating Under the Influence of alcohol or a dangerous drug
 1. BUI regulations are found in 33 CFR 95
 - b. Offense – A person operating a vessel in a negligent manner or interfering with the safe operation of a vessel, so as to endanger life, limb, or property of a person is liable to the United States Government...
 - c. Applies to
 - i. All U.S. vessels anywhere, except exclusive state waters
 - ii. Foreign vessels shoreward of 12 NM from the base line
20. Enforcement Actions, 33 CFR, 46 CFR, 46 USC and the MLEM
- a. After a Coast Guard law enforcement boarding occurs, and all of the required equipment has been inspected, the results must be documented and appropriate action taken.
 - i. 4100 Form(s)
 - b. These actions on a recreational vessel include:
 - i. Do Nothing
 1. Vessel is in compliance
 - ii. Issue a Written Warning
 1. Must be a warnable violation
 2. No more than 3 violations
 - iii. Issue a Notice of Violation
 - iv. Terminate the vessels voyage for unsafe operation
 1. Must be a listed unsafe condition
- a. 33 CFR 177 and 46 USC 4308
 2. Creates an especially hazardous condition
 3. The condition cannot be corrected on the spot
 - v. Arrest of individuals
21. Thank you
- a. This is a lot of information.
 - b. I'll be glad to take any questions.
- Beverage Break**
10:20am-10:40am
Breakout Sessions
10:40am-11:30am
- LIFE JACKETS ARE FOR EVERYONE –**
TWO NEW EDUCATION PROGRAMS TO
INCREASE LIFE JACKET USE
- Lynda Nutt, U.S. Army Corps of Engineers**
Elizabeth 'Tizzy' Bennett, Children's Hospital
and Regional Medical Center
Bernice McArdle, Personal Flotation Device
Manufacturer's Association
- This presentation was presented in two sections.
- Introduction**
- Multiple issues related to life jacket wear**
- Confusion about types
 - Different life jackets for different activities
 - Perception of bulkiness
 - Perception that life jackets aren't needed if an adult or a swimmer
 - Skills and comfort to choose and fit a life jacket are necessary to increase wear
- Two new products developed to address these issues**
- PFDMA and a collaboration of Army Corps of Engineers, Children's Hospital, US Coast Guard, Washington State Parks and Regence BlueShield simultaneously interested in developing media to visually promote life jacket wear
 - Determined and coordinated priority messages and content for each product to avoid duplication
 - Designed videos to complement each other and address different issues barriers to use and confidence to choose and fit a life jacket
- Be Smart, Be Safe, Life Jackets are for Everyone**
- Video/CD and toolkit produced by PFDMA with a grant from U.S. Coast Guard
 - Highlights the modern life jacket in use today
 - Emphasizes fun and safety
 - Includes comprehensive toolkit for educators
 - Allows for an energetic and interactive classroom experience
 - Designed to be used as part of boating safety classes, at boat shows or for other events/classes

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Wear it Right: Choosing and Fitting Life Jackets

- Video/DVD and Brochure produced by U.S. Army Corps of Engineers in partnership with Children's Hospital, U.S. Coast Guard, Washington State Parks, Regence Blue Shield
- Designed to increase knowledge, comfort with choosing and fitting a different types of life jackets, including life jackets for children and inflatables
- Emphasizes five key points of fit:
 - Read the label
 - Check for damage
 - Fasten up
 - Check for proper fit
 - Wear it
- Applies 5 points of fit to both adult and child sized life jackets
- Designed as a training/education product
- Brochure can be used in conjunction with the video/DVD or used alone or as a poster for park bulletin boards and other settings

Future plans for Wear it Right

- Internet streaming of key points of fit
- Create web links so that other organizations can profile points of choice and fit with other life jacket information
- Translate video/DVD and brochure into Spanish, perhaps Russian or Vietnamese
- Continue to evaluate and improve it

Integrating products with existing programs

- Both complement existing boating safety classes
- Learning is enhanced when multiple media are used
- Other potential uses:
 - Classroom settings
 - Retail settings
 - Training injury prevention advocates
 - Parent education classes
 - Boat shows and safety events

PFDMA Video

"Be Smart. Be Safe. Lifejackets are for Everyone."

- Industry education initiative to help educators (and others) influence consumer attitudes & behaviour concerning PFD wear
- Funded by Coast Guard/Wallop Breaux Trust Fund
- Highlights improvements in PFD performance, comfort & range of choices (tailored to different on-water activities)
- Features:
 - High-energy, upbeat footage
 - Wide variety of on-water activities / user groups
 - Educators' Toolkits for use in classrooms

Distribution

STRATEGY

Offer Educators flexible tools to tailor video/PFD wear message to specific needs (different audiences, educational settings, etc.)

Distribution through multiple channels:

- Army Corps of Engineers

- National Safe Boating Council Members / NASBLA
- Safe Boating Week kit
- Power Squadron, Auxiliary, etc.
- Manufacturers, Retail and MTA Contacts, Show Managers,

Support Materials

- Educator's Guidelines (CD Format)
- PFD Brochure (*Facts About Life Jackets*)
- Turn-key Fashion Show

-Guidelines on how to produce

-Script; music recommendations

- Virtual PFD Fashion Show

-PowerPoint presentation (downloadable)

Educator's Guide

Video Content

- Life Jacket Basics (11 min, 53 seconds)
- 5 Separate Activity-Specific Segments
 - Intro (30 seconds)
 - Fishing & Hunting (1 min, 29 seconds)
 - Paddlesports (55 seconds)
 - Day Cruising (32 seconds)
 - Watersports & Personal Watercraft (56 seconds)
 - Sailing (41 seconds)
 - Close (40 seconds)
 - Resources
 - PSAs

Life Jacket Basics (11 min, 53 seconds)

- Intro
 - Federal regulations / carriage requirements, children
- Rationale for wearing
 - Highlight improvements, PFD/ Drowning Facts
- Types
 - Coast Guard approved / label
 - General (Inherently buoyant, Inflatable, Hybrid)
 - Types 1 - 4
- Fit, Inspection & Maintenance
 - Children, storage, inflatable cartridges

Activity segments

- Video footage of activity
- Description & samples of life jacket types & design features for activity
- Activity-specific precautions, tips

Educator's Guide

Toolkit / Training Tools

- Overview of PFD Program
- Lesson Plan
- Pre-Test
- PFD Game Show
- CG Label and Impact Rating Explanations
- Promoting PFDs at Consumer Events
- Staging a live fashion show
- Virtual PFD Fashion Show

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- Certificate of Completion
- Feedback Form

Educator's Guide

Presentation Options

- In class
 - Show intro segment
 - Mix & match activity segments according to audience
 - Intersperse with demonstrations and comments to reinforce key learning points
 - At events
 - "Loop" specific video segments to show at events

Educator's Guide

Complementary Demonstration Options / Activities

- In class
 - Show principles of fit
 - Show example of various Types
 - Show Coast Guard labels
 - Show Inflatable deployment (manual, automatic)
 - Show Cartridges
- In water
 - Inflatable deployment
 - Turning vs. non-turning PFDs
 - Putting lifejacket on in the water (timed)
- Life jacket fashion shows

Demonstrate progress in design, variety of styles

- Live or Virtual (Powerpoint)

Educator's Guide

- Required Equipment
 - TV monitor
 - VHS or CD capabilities
 - Computer / CD drive and screen to project
- Optional Equipment
 - Sample PFDs showing:
 - Coast Guard label
 - Examples of different Types (*latest designs*)
 - Inflatable types (belt packs, harness, etc.)
 - Children's lifejackets
 - Old examples (showing wear & tear, outdated styles)

Educator's Guide

OVERVIEW OF PROGRAM:

- Complete explanation about program
- Philosophy behind the production
- Outline of how it is presented, with list of documents and lesson plans
- Detail about video segments / PSAs etc.
- In depth presentation and demonstrations options

Educator's Guide

- Follows video content and segments with suggested:
 - Learning objectives
 - Talking points, reinforcements

- Teaching aids
- Suggested Time Frames
- Maintenance tips

Educator's Guide

PRE-TEST QUIZ:

- Opportunity to engage class prior to lesson
- Includes lots of interesting facts and myths surrounding life jackets
- Questions in quiz are subsequently answered in video
- Option to hand out "Answer Sheet" as a take-away summary of key messages learned

Educator's Guide

GAME SHOW OVERVIEW:

- An alternative to the Warm-Up Quiz (intended to be shown AFTER the video)
- Jeopardy style game show (PowerPoint) and an excellent way of engaging the class in a very interactive way
- Modeled after the popular TV show, it's also a very fun way for the participants to learn about life jackets
- Ideally, a token prize should be available

Educator's Guide

LABEL EXPLANATIONS:

- Educational information regarding the details outlined on Coast Guard life jacket labels
- Label information about Dynamic Strength Testing

Educator's Guide

GUIDELINES FOR PROMOTION OF LIFE JACKETS AT CONSUMER EVENTS:

- Boat Show Producers influence millions of consumers each year
- Menu of ideas for Boat Show Managers and Organizers to incorporate life jackets into their boat show efforts
- Approach is subtle – goal is to depict life jacket wear as commonplace, part of the uniform, (rather than the exception)

Educator's Guide

PRODUCING A LIFE JACKET FASHION SHOW:

- Detailed outline of plan for staging a live, Life Jacket Fashion Show
- Recommendations on Staging, Floor Layout, Audio, Models, Staffing, Accessories, etc.

Educator's Guide

VIRTUAL LIFE JACKET FASHION SHOW:

- Powerpoint presentation that can be shown in classroom
- Outlines key safety points and highlights advances in life jacket design featuring actual photography
- Talks about different segments of boating, and details specifically designed jackets for those segments (e.g. Anglers, Paddlers, Women)

Educator's Guide

CERTIFICATE OF COMPLETION / FEEDBACK FORM:

- "Brag" Certification to take home
- Feedback form for educators to help PFDMA evaluate the program

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IT TAKES A VILLAGE

GOOD LUCK WITH YOUR EFFORTS!

ORDER VIDEOS

Be Smart, Be Safe, Life Jackets are for Everyone

Personal Flotation Device Manufacturers Assoc.

200 East Randolph, Suite 5100, Chicago.

Tel: 312-946-6280 – bmcardle@nmma.org

Wear It Right, Choosing and Fitting Life Jackets

US Army Corps of Engineers

<http://watersafety.usace.army.mil/products.htm>

MAKING WAVES WITH THE MEDIA

Nina Steinle, Lower Colorado River Authority

Tips for working with local media to raise awareness for boating and water safety in your community.

1. Understanding the Media

- a. Help the media help you
 - Enhance public knowledge and understanding
 - Build credibility in your program and message
 - Extend the reach and increase the frequency of your message
- b. Different angles for different media
 - Print
 - Radio
 - Television
 - Internet
- c. Learn the rules
 - Create a media list and keep it updated
 - Learn how reporters get their news
 - Follow deadlines
 - Know the reporter's "beat"
- d. Develop relationships
 - Follow the rules you have learned
 - Become a reputable, expert source
 - Be timely

2. Writing Effectively For The Media

- a. Know your audience
 - Target the right media for the message and audience
 - Use appropriate material for the medium
 - Stick to the Facts
- b. Determine the news
 - Is it timely and accurate?
 - Is it something new or different?
 - Does it have a local impact that will benefit the reader?

- c. Choose the right format
 - Public service announcements (PSA)
 - New releases
 - Tip sheets
 - Calendar announcements
 - Story ideas
- d. Write like a reporter
 - Keep it simple
 - Avoid jargon terms
 - Use the inverted pyramid
 - Proofread, proofread, proofread

3. Interviewing Techniques

- a. PREPARE
 - Determine and write down key messages
 - Ask for or create a list of possible questions and answers
 - Dress appropriately
- b. Stick to the point
 - Provide short and concise answers
 - Explain most important point first
 - Stay focused and restate your key messages
- c. Be comfortable and confident
 - Slow down and take a deep breath
 - Ask to repeat questions if needed
 - Be positive, honest and energetic

4. Getting Coverage For Your Events

- a. Develop a media relations strategy
 - Establish a media contact
 - Select a "safe" date
 - Create the "Catch"
- b. Leverage partnerships
 - Work with well-known local businesses and organizations
 - Swap sponsorship for "free" ad space
 - Use a media buyer
- c. Spread the word
 - Cover ALL media venues
 - Offer unique angles for different media
 - Follow up
- d. Be a reliable source
 - Update media on trends and issues
 - Provide subject matter experts for interviews
 - Respond immediately

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SALUDA DAM SEISMIC REMEDIATION UPDATE

**William R. Argentieri, P.E.
Fossil & Hydro Technical Services
South Carolina Electric & Gas Company**

The Saluda Hydroelectric Project was constructed from 1927 to 1930. First power was generated on December 1, 1930. The dam was constructed of 11,000,000 cubic yards of earth fill placed by semi-hydraulic method. It is 213 feet high, almost 1.5 miles (7,800 ft.) long, and the maximum width at base is over 1,150 feet. It impounds Lake Murray which is 78 square miles, has approximately 650 miles of shoreline, and a reservoir capacity is 763 billion gallons. There are 120,000 inhabitants in the inundation zone if the dam failed. Lake Murray provides drinking water for the municipalities of Columbia, West Columbia, Lexington, and City of Newberry.

Public safety was a high priority during the construction of the new back-up dam. As part of the public safety program, SCE&G installed an early warning system downstream of the project. The early warning system consists of 10 sirens that cover the inundation area that would be affected in the first hour after a dam failure and 1500 feet on each side of the river from the Columbia Zoo to the Columbia Hydro diversion dam on the Broad River and the Blossom Street Bridge on the Congaree River. The early warning area was agreed upon by the State and County emergency management agencies. Another safety issue was to lower the normal pool elevation of the lake during construction from elevation 358 feet to an elevation of 345 feet. As part of our public safety program SCE&G worked with the South Carolina Department of Natural Resources to move shoal markers to identify dangers below the water level; posted low lake level warning signs at all of the public parks and boat ramps; worked with sailing clubs to allow their boats to be moored further out in the lake; allowed homeowners and marinas to move their docks out further to access the lake while it was at this lower level; and extended boat ramps at public access parks maintained by SCE&G to allow boats on trailers access to the lake.

The key players associated with the dam remediation project are South Carolina Electric & Gas Co. who owns the project, Paul C. Rizzo Associates, Inc. that provides remediation design and construction management, and Barnard Construction Company, Inc. who is the remediation General Contractor.

Some facts about the remediation project are:

- 3,500,000 cu yd for the Rock Fill Berms
- 1,300,000 cu yd for the RCC Berm
- On-site quarry for rock and aggregate
- On-site borrow area for fly ash for RCC
- "Dry" dam unless design seismic event occurs

Another area of safety was our dewatering system. This system was designed and installed to dewater the existing dam during construction to keep water from entering the excavation area at the toe of the existing dam. The sources of saturation were from the lake through soils of the dam and through bedrock into

the dam foundation. The dewatering system consisted of deep wells which went 100–200 feet into the bedrock, shallow wells which went to the top of bedrock, and eductors which dried out the soils of the dam. To ensure that the dewatering system was operating properly SCE&G implemented an instrumentation and monitoring program. This program consisted of piezometers to measure water pressure in the dam, inclinometers to measure movement of the dam below the surface, laser monuments to measure movement on the surface of the dam, concrete strips for visual observation of movements on the surface of the dam, and observers that walked the dam weekly to visually inspect of any unusual circumstances.

All material for this project, except cement, was obtained from our onsite quarry operations. Rock was blasted at the quarry and either placed directly on the dam or taken to a crushing plant to make the aggregate used for the fine and coarse filters in the Rockfill Berm and Roller Compacted Concrete (RCC).

During the presentation I showed several pictures of cleaning the bedrock surface and placement of the rockfill and RCC materials.

Lastly, we looked at comparison photos of construction during the 1920's and of the recent construction from 2002 through the present.

BOATING UNDER THE INFLUENCE TRAINING PROGRAM

**Kevin Kelly
National Association of State Boating Law
Administrators**

BUI seminars have been held at the following locations:

(a) San Antonio, TX

March 1-3, 2004

40 Students

Instructors:

Richard Moore, FL

Nick Humphrey, MO

Joe Yingling, OH

(b) Portland, OR

March 16-18, 2004

18 Students

Instructors:

Richard Moore, FL

Tim Baumgarten, AZ

(c) Sandusky, OH

April 27-28, 2004

29 Students

Instructors:

Richard Moore, FL

Bob Legates, DE

Joe Yingling, OH

NASBLA received a grant to hold three seminars in 2005. Tentative locations are Vermont, South Carolina and Washington.

Tuesday at the Summit

The first three seminars were used as a “test run” of the curriculum. We learned a great deal with each.

For example, the class size in Texas was too large. The course is designed for a maximum of 32 students while the initial grant was for up to 50 students. With the proficiency exams and hands-on training involved more than 32 students makes the class almost unmanageable.

We also discovered the Finger-To-Nose test is used by Drug Recognition Experts (DRE). We were not conducting the test the way they do. We have since changed our version to match the test used by the DRE program.

Students from the first three classes pointed out that the student handbook, the lesson plans and the slides did not flow in a smooth manner. Students had to jump around in the handbook to keep up with the instructors.

Richard Moore, Bob Legates and I met at NASBLA Headquarters on August 3-4, 2004 and conducted an initial update of the curriculum. We changed the flow of the course so the lesson plan, power point and student handbook are now in sync with each other. We have discussed changes required to the video wet lab portion of the course as well as new changes coming out from NHTSA.

We have incorporated those NHTSA changes we are aware of but are waiting for a final version of their curriculum to ensure we have added all the updates to our final product. We need to redo the video wet lab portion of the course to meet the changes both we and NHTSA have made. This will be discussed at the LE Committee meeting. We also need to add a section on running a wet lab for the instructor part of the course.

We are in the process of updating the wet lab videos used in the course to incorporate the new NHTSA standards.

This project has entailed a great deal of partnership among the U.S. Coast Guard, NASBLA and various state agencies, most notably the Georgia and South Carolina departments of Natural Resources.

Lunch On the Beach

11:30pm-1:00pm

Waterfront Demonstrations and Activities

1:00pm-5:00pm

Deadline for Media Contest Entries

5:00pm



Outrigger Race



Winners of the Waterfront Activities



Race Underway



Beach Activities

Tuesday at the Summit



Going for the Guinness Book of World Records for inflatables on the beach



Wednesday at the Summit

WEDNESDAY, MARCH 16

Continental Breakfast

Summit Registration

CONCURRENT BREAKOUT TRACKS

8:30 a.m. - 9:20 a.m

CLEVELAND METROPARKS INSTITUTE OF THE GREAT OUTDOORS BOATING EDUCATION FOR PEOPLE OF ALL ABILITIES

**Boating Education Advancement Award Winner
Northern Region**

Jeremy Oyen

Outdoor Recreation Manager

April Kosior

Outdoor Adaptive Recreation Specialist

IGO Mission

Through providing a wide range of enjoyable outdoor recreation and educational experiences, the Institute of the Great Outdoors will enable participants of all abilities to develop or enhance outdoor skills, knowledge and environmental ethics.

IGO will provide...

- Learning opportunities which promote personal growth, development of an ethical relationship with nature and support low impact outdoor experiences.
- Skill building and skill enhancement programs which enable participants to build competency and enjoy safe outdoor experiences.
- Programs away from Cleveland Metroparks lands which further participants understanding of the ecology of North America, environmental problems and potential solutions.

IGO Programs

When are courses offered?

- Year round
- National Safe Boating Week (unofficial "start" of the season)

Where can I find out what you offer?

- On-line www.clemetparks.com
- Emerald Necklace newsletter
- IGO News

IGO Programming Information

Recreational "Floats"

- Canoeing & Kayaking
- Non-certified programs
 - 30 minutes instruction
 - Range from 1 ½ to full day programs on waterways of northern Ohio.
- Target groups
 - Adult (16 and up)

- Youth (11 – 15 years)
- Family (7 and up with participating adult)

IGO Programs

"Learn to" series

- Canoeing & Kayaking
- Certified programs: follow ACA / ARC curriculum
 - Quickstart (3 hours)
 - Introduction (6 hours)
 - Coastal Kayak (6 hours)
- Target groups
 - Adult (16 and up)
 - Youth (11 – 15 years)
 - Family (7 and up with participating adult)

Extended trips - Weekends

- Canoeing & Kayaking
These multi-day programs are facilitated through classroom and hands-on pre-trip meetings followed by an over-night excursion to various locations both within and outside the state of Ohio

Examples:

- Kelleys Island, Ohio (Lake Erie)
- Pymatuning Reservoir, OH / PA
- Allegheny River, Pennsylvania
- Au Sable River, Michigan

Extended trips – Excursions (5+ days)

- Canoeing & Kayaking
These multi-day programs are facilitated through classroom and hands-on pre-trip meetings followed by an over-night excursion to various locations both within and outside the state of Ohio.

Examples:

- San Juan Islands, Washington (August, 2005)
- Apostle Islands National Lakeshore, Wisconsin
- Algonquin Provincial Park, Ontario
- Georgian Bay / French River, Ontario
- Florida Everglades
- Okefenokee Swamp
- BWCA / Superior National Forest

Instructor Workshops:

Canoeing & Kayaking

Offered in cooperation with American Canoe Association and the Ohio Department of Natural Resources Division of Watercraft.

- ACA Introduction to Kayaking Workshop & Exam (16 hours)
- ACA Basic Coastal Kayak Instructor Development Workshop (24 hours)
- ACA Basic Coastal Kayak Instructor Certification Exam (16 hours)
- ACA Adaptive Paddling Workshop (32 hours)

Ohio Boating Education Course

IGO Instructors

- Certified instructors
All IGO boating instructors must be currently certified.

Wednesday at the Summit

- American Canoe Association / American Red Cross (paddlesport)
- Ohio Department of Natural Resources Division of Watercraft (OBEC)
- Wilderness First Aid + CPR (all field courses)
- Basic First Aid + CPR (all classroom sessions)

• Contract based

- Instructors are paid on a course by course basis
- Insured through Cleveland Metroparks
- Ensures cost recovery & revenues necessary for equipment maintenance

Accessibility to people of all abilities

Under the Americans with Disabilities Act (ADA) of 1990, a person with a disability cannot be denied participation in a program that is available to people who do not have disabilities, unless that person with a disability does not meet the essential eligibility criteria that is applied to all people prior to participation in that program.

Essential Eligibility Criteria

This "criteria" establishes whether or not an individual can participate in an activity based on his/her ability to perform the basic functions of the activity.

In order to participate in an activity, all potential clients must be able to meet the nondiscriminatory essential eligibility criteria established by you as the instructor, outfitter or program provider for that specific activity.

EEC must be:

- Provided to all potential participants / clients
 - In registration materials
 - In the program description
 - On-line
- Non-discriminatory
- A written document
- Applied to ALL potential participants / clients

Program Staffing

Outdoor Adaptive Recreation Specialists

- Certified Therapeutic Recreation Specialist
- Certified instructors (ACA, ARC, NASBLA)
- Adaptive Paddling Endorsement

Equipment

What you need to get started

- Program Supplies
 - Canoes / Kayaks / other watercraft
 - Paddles, PFDs , Safety items
 - Other Program needs
- Simple tools
- Foam
- Imagination & willingness to learn

3 Necessities for Successful Implementation of Accessible Programming

Adaptability
Cooperation
Commitment

Adaptability

- You are the one that needs to adapt...your student is there to learn, not change!
- Adapt equipment / teaching style to the individuals.
- You cannot adapt individuals to equipment or learning styles

Cooperation

- Community Organizations
- National Organizations
- Organizational Support
- General Public

Commitment

- How long will this take?
- Realistic & achievable goals
- Organizational Support & Understanding
- General Public Knowledge & Support

IGO 2003 – 2004

Boating Education

IGO Adaptive Paddling

Quality Hours of instruction:

2003	9,244
2004	10,288

Cleveland Metroparks
Institute of the Great Outdoors

Jeremy Oyen

Institute of the Great Outdoors

Outdoor Recreation Manager

ACA Adaptive Paddling Equipment Instructor

ACA Canoeing / Kayaking Instructor / Instructor Trainer

Cleveland Metroparks Park Operations Administration

4500 Valley Parkway

Fairview Park, Ohio 44126

(440) 331-8679

jro@clevelandmetroparks.com

April Kosior, CTRS

Outdoor Adaptive Recreation Specialist

ACA Kayaking Instructor – Adaptive Paddling Endorsement

Ohio Boating Education Course Instructor

Cleveland Metroparks Institute of the Great Outdoors

11350 Broadway Avenue

Garfield Heights, Ohio 44125

(216) 341-1704

amk@clevelandmetroparks.com

Wednesday at the Summit

COLLABORATING WITH YOUR LOCAL RED CROSS TO SPREAD IMPORTANT BOATING AND WATER SAFETY MESSAGES

**Sue Parker and Diane Baldridge
American Red Cross**

Summary:

Across the nation this past year, the American Red Cross has taught aquatic related courses to over 3.5 million infants, children and adults. Boating and water safety components are built into each swim lesson session. Additionally, Red Cross Chapters across the United States can teach classes in Basic Water Rescue, Sailing, Small Craft, Water Safety Instructor, Lifeguard Training, etc. that all emphasize water safety.

This presentation is designed to introduce the attendee to a wide spectrum of Red Cross safety programs and to illustrate a model of collaboration with other community safety organizations in order to spread important boating and water safety messages to a very large target audience.

The Red Cross Program:

The Red Cross learn to swim program includes the following classes

- Parent and Child Aquatics
- Level I – Introduction to Water Skills
- Level II – Fundamental Aquatic
- Level III – Stroke Development
- Level IV – Stroke Improvement
- Level V – Stroke Refinement Skills
- Level VI – Fitness Swimming, Personal Water Safety, Lifeguard Readiness or Fundamentals of Diving

In each class, instructors are required to present a safety topic and, in order to pass each level, the students are asked to demonstrate their ability to perform safety skills that primarily focus on the following categories: the proper use of lifejackets, non-swimming rescues and personal water safety skills, water safety rules and an introduction to rescue breathing, CPR and spinal management.

In addition Red Cross Instructors can teach:

- Lifeguard Training
- Water Safety Instruction
- Canoeing and Kayaking
- Start Sailing Right
- Basic Aid Training
- CPR and First Aid Certification Course

Local Red Cross Collaborative Initiatives:

The American Red Cross Summit County Chapter has collaborated with several safety organizations to deliver safety messages throughout the community. Some examples of those programs include:

SOS: Stress on Safety:

SOS was a program developed by the aquatic department of an area Medical Fitness Facility. The safety fair included interactive presentations and booths from the local police and fire department, the Ohio Department of Natural Resources, the aquatic department staff, the hospital trauma center, the Coast Guard Auxiliary and the Red Cross. *I'm Safe Productions* developed water safety books with logos of the Red Cross and the fitness facility. Several organizations donated door prizes.

Safe Kids Coalition Safety Fair:

The local Safe Kids Coalition Safety Fair brings together organizations that focus on risk prevention for children. At this year's fair, the Summit County Red Cross organized a booth that primarily focused on the safe use of lifejackets and a lifejacket exchange program. Several vendors/organizations, including Stearns' Inc., Finis Company and Safe Kid's Coalition donated lifejackets or helped to provide grant-funded or discounted lifejackets for the program.

Start Sailing Right Program:

The Ohio Department of Natural Resources and the Sea Scouts are working together to maintain the Red Cross Start Sailing Right Program by training instructors and repairing and maintaining Red Cross owned boats.

Family Water Safety Day and Summer Learn-to-Swim Program:

Family Water Safety Day offers an incentive for families to register early for the Akron area reduced-price Summer Learn-to-Swim Program by inviting the families to an educational and fun-filled event at the local Red Cross. Youth are engaged in out-of-the-water water safety activities, while their parents participate in Water Safety Presentations. Safe Kids Coalition supports the Learn-to-Swim program with money for supplies. The Akron area Learn-to-Swim Initiative is one of the largest in the country.

How you can work with your Local Red Cross:

This presentation is intended to encourage you to work with your local Red Cross to deliver boating and water safety messages by:

- Volunteering with the Red Cross
- Becoming a Red Cross Instructor
- Providing media or promotional assistance
- Helping to secure funding
- Collaborating with other like-minded organization as described above

We can partner together to support each others events, share teaching and instructor training tools, use already developed and tested Red Cross curricula, develop best practice programs that may eventually be adopted by the National Red Cross and even use Red Cross decommissioned products and courses.

American Red Cross Summit County Chapter, Akron, Ohio:

The Summit County Chapter in Akron, Ohio not only has collaborated on the programs described above, but is also working with area safety organizations to develop Lifejacket Exchange Programs, Lifejacket Give Away Programs and Lifejacket Voucher

Wednesday at the Summit

Programs.

The Summit County Chapter has worked with the following organizations either collaboratively or as a resource:

Ohio Department of Natural Resources
Cuyahoga Valley National Park
Red Cross Authorized Provider or Aquatic Affiliates
Local Police and Fire Departments
Safety Towns
Local libraries
Area hospitals
Scout groups
I'm Safe Productions
AquaForce
National Safe Kids Coalitions
Finis Lifejackets
Robotronics
US Coast Guard Auxiliary
US Army Corp of Engineers
Boat US Foundation

We are looking forward to working with you to keep our communities water safe. For more information on how we can work together, please contact:

Diane Baldridge
Water Safety Specialist
American Red Cross Summit County Chapter
501 West Market Street
Akron, Ohio 44303
330-535-2451
baldridge@usa.redcross.org

Sue Parker
Manager of Center Activities and Programs
Akron General Lifestyles
4125 Medina Road
Akron, Ohio 44333
330-665-8139
sparker@agmc.org

SURVIVING A DUNKING

Steven Campbell

Alaska Marine Safety Education Association

A.M.S.E.A. & What We Do

We are Home Based in Beautiful Sitka on Baranof Island in Southeast Alaska

We provide USCG approved safety training to:

- Commercial Fishers
- Alaska School Districts & Teachers
- National Marine Fisheries Service
- NOAA
- Alaska State Troopers & State Parks staff
- USCG
- CDQ groups
- Interested Groups

+/- 58 % of life loss among Recreational Boaters = the result of people either falling overboard or being on a vessel that capsizes

Quiz

- If you fall into icy water, how long do you think it will take to become hypothermic?
- How long until the cooling is life threatening?
- What is the message from the "1 minute-10 minute & 1 hour" slogan?

How does the body react to a dunking?

- Cold Shock < 3-5 minutes
- Swimming Failure < 30 minutes in coldwater < 70 degrees F
- Hypothermia Starts +/- 60 minutes in coldwater < 70 degrees F
- Post-Rescue Collapse 30 to 120 minutes

What's the first thing you need to do if you fall in the water?

Get Out!

Water robs your body of heat 25 X faster than air.

Without a PFD:

- You need to know how to swim to stay afloat!
- You cut your survival time by 1/3 or more.
- Makes your body harder to recover!

How to increase your chances of survival

- Wear a PFD. Everyone – not just kids!
- Know the **H.E.L.P** Position
- **H**eat, **E**scape, **L**essoning, **P**osition
- If more than one person:
- Know how to Huddle

H.E.L.P.

- Must be wearing a PFD
- Keep your shoes on
- Head up
- Arms across chest holding PFD
- Knees bent up
- Feet crossed at ankles

Huddle

- Those with PFD form a circle
- Place those without a PFD in the middle
- Keep together
- Hold on to each other
- Place injured person in middle
- Stay as still as you can
- Cover as many high heat loss areas as you can

PFDs or Life Jackets

- Life jackets traditionally thought of as a substitute for swimming ability. Cold water kills good swimmers every year
- Greatly improve the chances of surviving a cold water immersion
- Should be worn by all persons in open boats or when on deck

Wednesday at the Summit

USCG Approved Types

I II III V

PFDs & Life Jackets

Legal Requirements

U.S. Coast Guard approved wearable life jackets:

- in serviceable condition
- properly sized for the intended wearer
- readily accessible
- used in accordance with manufacturers approval label
- Mandatory wear for persons under 13 when in open boats or on an open deck
- Boats 16 feet and over (except canoes/kayaks) must also carry a throwable (type IV) device

Choosing A Life Jacket or PFD

When choosing a PFD, keep in mind...

- PFDs now come in many types and styles
- Read the manufacturer's label
- Be careful to choose appropriately for the intended activity. For example:
 - A PFD with less than 20 lbs of buoyancy is not adequate for breath control in rough open water
- Inflatables are not the best choice for water skiing or PWC
- PFDs should always be tested by the wearer before first use and again before each boating season
- Children 90 lbs and under require smaller size PFDs than adults would wear. If the PFD is too large...
- The child may slip out of it, even if properly fastened
- The PFD may not be able to maintain a struggling child in the proper position
- Children need to experience how a PFD affects the way they float. Do this with them in warm water, such as a pool or tub
- Let kids help pick out their **own** PFD. This makes their PFD truly personal!

What's the best Life Jacket? ...It's the one you wear!

Hypothermia

· **DON'T PANIC!**

- It takes a time for hypothermia to set in.
- Get as far out of the water as you can
- Stay with the boat
- Signal for help

Rescuing a Person Overboard

Someone must keep a **constant** set of eyes on the victim as you maneuver the boat, then.....

- **Reach** – with an oar or paddle
- **Throw** – a type IV or any floating object attached with a line to the boat (not a person) before throwing
- **Tow** – the person to the boat, help them gently out of water
- **Go** – only as a last resort. Use an immersion suit. Tie a line to the rescuer's PFD. The rescuer must never become a victim
- **Treat** – to your level of training. **HANDLE GENTLY**, prevent further heat loss, and seek medical help

One & Two Person Boat Rescues

- Place the boat next to the person to be recovered
- Remain calm and assure the person that you will get them out

· **Caution**

- Don't let them pull you in or tip the boat
- Balance the equipment in the boat & clear items that may injure you or the victim

Self Rescue

- Catch your breath & assess the situation
- Try climbing into or onto the boat (best option)
- How far is the shore? Can you swim to it?
- Can you get on floating debris? Ice chest? Gas can? Seat cushion? What's available?
- Get as far out of the water as you can!

Prevention is the Best way to Prevent a Dunking

- Wear a PFD
- Operate vessel in a safe manner
- Keep the boat clean to prevent slips
- Warn your passengers when changing directions
- In rough weather, stay low & seated
- Practice POB retrievals

Preparation

- Have retrieval equipment handy & know how to use it
- Know the proper way to call for help
- Making a Proper Mayday saves time
- Minimize Alcohol Consumption
- Practice, Practice, Practice

Practice, Practice, Practice?

- Try self rescues when you have someone to help
- Figure out what you are going to do when something does happen:

DRILLS!

- Practice retrieving a person or object!
- What do you do in case of fire?
- How do you fix or slow a flooding problem?
- When do you abandon ship & by whose command?
- This Isn't Our Environment

QUIZ ANSWERS

- @ 33-40 degrees up to one hour depending on body type and head immersion.
- 40 to 60 minutes for the average person that remains calm and doesn't try and swim
- 1 min. to control breathing; 10 min. meaningful activity to save yourself; 60 min. to get rescued

Thanks to Dr. Gordon Giesbracht

Univ. of Manitoba

QUESTIONS?

Wednesday at the Summit

OCEAN RESCUE TRAINING PROGRAM

**Robert E. Ogoreuc, Assistant Professor
Slippery Rock University**

This presentation provides a model ocean rescue training program that is used by the City of Ocean City, NJ Beach Patrol and Fire Department. It will discuss the utilization of a Rookie school for new lifeguards, EMS update training, OCFD Water Rescue Training, PWC/Boating Education, Rapid Response Training and In-service Training

The Rookie school is a one-week training school that helps educate new guards in the areas of preventive lifeguarding, responding to water and land based emergencies, and the duties of an ocean lifeguard. The school has three components: academics, practical application, and shadow guarding.

EMS update training is provided each year to over 180 lifeguards. Training consists of CPR, first aid, bloodborne pathogen training, and spinal injury management.

OCFD-Water Rescue participates in training for rescue in the bay, inlets, and ocean. In the absence of the beach patrol the fire division responds to all water related accidents. Much of this training involves surf rescue. OCFD has been one of the leaders in training professional firefighters in the area of Ocean Rescue techniques.

PWC/Boating education program has consisted of hosting K38 water rescue and developing SOP for the usage of the PWC and mandatory boating education course from the New Jersey State Police.

Rapid Response Unit is a specialized scuba unit that is used to find a submerged victim during the rescue mode. The YMCA SCUBA Program and International Association of Nitrox and Technical Divers have adopted the Ocean City Beach Patrol training program as its national certification standard for its specialty course.

In-service training consists of testing the lifeguards out on can runs, boat runs, missing bathers, CPR, and spinal injury management.

9:30-10:20am

THE OREGON STATE MARINE BOARD'S JR. BOATER PROGRAM

**Boating Education Advancement Award Winner,
Western Region**

**Ashley A. Massey, Education Coordinator
Oregon State Marine Board**

The Oregon State Marine Board's Jr. Boater Program's mission is to introduce concepts of boating and water safety to elementary and middle school children. The program engages participants in fun, hands-on water and boating safety activities.

The goals of the program are to teach safe boating practices, introduce kids to boating, and provide our partners in water safety, a dynamic, easy-to-use, interactive program that can be presented in many different settings.

The Jr. Boater Program consists of a series of activities designed to teach kids about basic safe boating practices. Each activity includes learning objectives, a materials/equipment list, set-up, step-by-step instructions and discussion points.

It isn't necessary for those who present the program to have an extensive knowledge of safe boating principles because the course materials are comprehensive and the activities are easy to present. Teachers, youth organizations, members of boating clubs, marine patrol officers and many others deliver the Jr. Boater Program in Oregon.

There are a total of nine activities to choose from. In order to be certified as a Jr. Boater, the kids must successfully complete a minimum of three activities: Type IV PFD Toss/Relay, PFD Fitting, and Small Boat Entry/Exit. All other activities are optional. Depending on the venue, some of these activities can be combined. The number of activities you can offer will be determined by your staff, your space and your timeframe.

The activities should be set-up where children can move around safely and participate in each activity independently or in groups. Each child is issued a Jr. Boater certificate after they have completed the three required activities. When the kids have finished, they will sign a Captain's Log (this is required to help track the number of kids who participate) and are issued a goody bag containing a Boating Safety Side-Kicks activity book, a safety whistle to attach to their lifejacket, a lifesaver candy and other safety goodies.

The Jr. Boater Program materials can be downloaded from the Oregon State Marine Board (OSMB) website at www.boatoregon.com. Click on Boating Education, and then select "Junior Boater."

Currently, the Marine Board has six complete kits, containing life jackets and other teaching aids that can be reserved by contacting the education coordinator. Each kit costs approximately \$500. There is minimal maintenance. Since 2002, the only cost has been for patch kits to repair the inflatable boats and inner-tubes. The Marine Board budgets \$1500 per biennium to the Jr. Boater Program where any remaining funds contribute toward improving the Jr. Boater goody bags and Volunteer Incentive Awards.

With this program, the people facilitating the activities make it successful. We urge you to use people who are passionate about boating safety, have fun with children, and know how to be flexible. Kids remember these activities, and with the right people and the right energy, will remember the safety points for a lifetime.

SMARTSTART FOR PADDLERS

Pam Dillon, American Canoe Association

SmartStart for Paddlers is an education program designed for first-time or entry level participants in canoes or kayaks. The program's goal is for the paddler to recognize that paddlesports (canoeing kayaking and rafting) involves risk, and by learning and following safe boating practices, the risks can be managed and the experience made more enjoyable.

Wednesday at the Summit

SmartStart for Paddlers may be delivered by a wide-range of educators and program providers with a variety of backgrounds. SmartStart for Paddlers is designed to be used by:

- Presenters who may NOT be paddlers but have experience providing boating education programs such as state boating courses or programs for the United States Power Squadrons or US Coast Guard Auxiliary.
- Those with general boating but not paddlesport specific experience who wish to present entry-level safety information at a camp, youth outing, or field trip.
- Those with extensive paddling experience, including certified instructors of the American Red Cross and American Canoe Association who wish to present paddling information at the entry level.

This program is available in two formats: Presentation easel format and PowerPoint format.

- Presentation easel is a low-tech version designed for use in a campground, sheltered picnic area, put-in or access area, or with a small group (5-8) in a classroom.
- PowerPoint Format is a high-tech version designed for use with larger groups in any location suitable for a projected presentation. It may also be useful for very small groups (2-3) with a desk or laptop computer.

SmartStart for Paddlers is supplied with a DVD and CD.

Content of these disks include:

DVD:

- SmartStart for Paddlers Train the Trainer program. This provides a basic demonstration of use of the easel presentation materials.
- QuickStart Your Canoe video presentation. Designed for entry-level paddlers, this video presentation is supplied as background information for the trainer. The video may also be used in part or in its entirety to supplement the SmartStart for Paddlers presentation.
- QuickStart Your Kayak video presentation. Designed for entry-level paddlers, this video presentation is supplied as background information for the trainer. The video may also be used in part or in its entirety to supplement the SmartStart for Paddlers presentation.

CD:

- SmartStart for Paddlers - PowerPoint Presentation (Windows PowerPoint version 7.0)
- SmartStart for Paddlers Lesson Plan (Word document)
- Resource list

Program Goal and Student Performance Objectives:

Goal: 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.

Student Performance Objectives: The student will be able to recognize the following:

- 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



SO YOU'VE JUST BEEN SUED, WHAT YOU NEED TO KNOW

Robert B. Kauffman, Ph.D.

Frostburg State University / American Canoe Association

The session was partitioned into two segments. The first segment provided a brief overview or primer of negligence and the four components that are required for negligence to occur. First, you must have a duty to the injured party. If you have no duty or no obligation to the injured party there is no negligence. Second, there must be a breach in the duty. Generally, this is omission or something that you didn't do but that you should have done, or commission, which is something that you did, but that you did incorrectly. Third, the breach of duty must result in an injury, damage or loss. Fourth, there must proximate cause or the breach of duty has to have some relationship or cause with the injury, damage or loss that resulted.

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The second segment presented a case study of a boating fatality to those in attendance. It included a video of the accident site and included another near accident that almost occurred at the same site on the same day of the original boating fatality. Those in attendance analyzed the case study to determine if the four components of negligence were present. Particular emphasis in this case study focused on if there was a breach of duty present.

STATE/FEDERAL ENFORCEMENT OPERATIONS- OVERCOMING PROBLEMS THAT OCCUR IN SITUATIONS OF JOINT JURISDICTION

Phil Odom, Sergeant
San Bernardino County Sheriff's Department
Colorado River Station

Area Of Responsibility

- 90 Miles Of Waterways
- Bordered By Three States
Arizona
California
Nevada

Jurisdictional Responsibility

- From The Nevada State Line South To *Parker Dam* 57 Miles
- *Lake Havasu* 40 Sq. Miles
- Parker Strip To *Headgate Dam* 17 Miles
- Headgate Dam South To Riverside County Line Is Approximately 13 Miles

Agencies With Concurrent Jurisdiction

- San Bernardino County Sheriff
- Mohave County Sheriff
- La Paz County Sheriff
- Lake Havasu City Police Dept.
- Las Vegas Metro Police Dept.
- U.S. Coast Guard

Involved Agencies

- Arizona Game And Fish
- California Fish And Game
- U.S. Fish And Wildlife Service
- Arizona State Parks
- Sbdno Co. Regional Parks
- Bureau Of Land Management
- Three Native American Tribes

Colorado River Crime Enforcement Compact

- **853.1** California Penal Code
- To Promote Justice With Regard To Crimes Committed On The Colorado River By Avoiding Jurisdictional Issues.

Concurrent Jurisdiction With Arizona

- **853.2 (A)** California Penal Code
- Officer Shall Have And Exercise Jurisdiction On All

Criminal Cases Upon Those Waters Concurrently With The Courts Of And Officers Of The State Of Arizona. Within 25 Air Miles Of The Lake Or River

- **853.2 (A)** California Penal Code
- In Addition, The Officers Shall Have Concurrent Jurisdiction With Arizona On Any Land Mass Within 25 Air Miles Of The Colorado River, Or Within 25 Air Miles Of Any Lake Formed By, Or That Is Part Of The Colorado River

Concurrent Jurisdiction With Arizona

- **853.2 (A)** California Penal Code
- (B) Applies Only To Those Crimes Which Are Established In Common Between Arizona And California.

California-Nevada Compact

- 853.4 California Penal Code
- Crimes Committed On Lake Tahoe Or Topaz Lake (Currently In The Process Of Creating Similar Statute As The California / Arizona Compact)

Joint Add/BUI Task Force Operations

- La Paz Co. BUI Checkpoint
- Lake Havasu Holiday Weekend Add Task Force Operations
- Arizona Safety Center Utilized As Base Of Operation
- Over 340 Bui Arrest In The Past 3 Years. Compiled In Only 16 Days During The Major Holidays

Copper Canyon 1995

Sdsd # 1 In The State For Accidents

Copper Canyon Memorial Day 1996

Sbsd # 1 In The State For Fatalities

Copper Canyon

Then And Now

- 700 To 1000 Boats =
- 20 To 38 Arrest Per Day On Holiday Weekends
- Required 99% Sbsd Water Resources
- 8 To 10 Vessels
- 50 Or More Sbsd Personnel
- Limited Or No Time To Patrol Other Areas

Copper Canyon

Limited Access By L.E.

- Alcohol Related Crimes- BUI
- Alcohol Related Accidents
- Sexual Assaults
- Violent Criminal Assaults
- Public Nudity
- Commercial Pornographic Videos

What Did Law Enforcement Do?

- Took A Zero Tolerance Approach To Enforce All Criminal Violations
- Met With Local Law Enforcement And City Officials
- Listed Options
- Total Closure Or Limited Access?

What Did Law Enforcement Do?

- Total Closure Met With Opposition From:
- Lake Havasu City- Tourism

Wednesday at the Summit

- Residents And Visitors
- Chemehuevi Indian Tribe

Cooperative Effort

- To Limit Access On Holiday Weekends Required:
- *Co. Ord.* Establishing An Exclusionary Lane 60' X 1500' To Be Used By Fire/Rescue And Law Enforcement Officials Only
- Supported By U.S. Coast Guard Regulations Limiting Public Access To The Canyon

Memorial Weekend 1997

Number Of Boaters Continually Declined

Dispersment To Other Areas

- Once Law Enforcement Gained Access To The Canyon
- Zero Tolerance On All Criminal Activity
- Higher Visibility And Presence Of All Law Enforcement Agencies
- Crowds Began To Look For Other Areas To Congregate

Blankenship Bend

July 1997

Blankenship Bend

- Federal Wildlife Refuge
- Concurrent Jurisdictional Issues
- Now Includes Federal Violations And Enforcement
- Cooperative Effort Of All Agencies
- Maximum Deployment Of Sbsd Resources To All Areas Of Responsibility

Cooperative Agency Efforts

- Annual Colorado River Law Enforcement Agency Meetings (Crlea)
- Establish MOU's
- Pre-Operational Meetings
- Open Line Of Communication

State - Federal Statutes

- State/County Code For The Violation And Use Federal For Authority
- Federal Violations Can Only Be Adjudicated Before A Federal Magistrate

Beverage Break

10:20am-10:10am

Breakout Sessions

10:45am-11:35am

SAM HOUSTON AREA COUNCIL

SEA SCOUT FLEET

Boating Education Advancement Award Winner Southern Region

Cassie Johnson, Vice Commodore

Sea Scouts were organized in 1912 as a "new branch of Boy Scouts of America" to be started with the aid of the Secretary of the Navy. Its purpose was to serve older boys who were interested in the lore of the sea.

Sea Scouting became co-ed in 1968, and since that time, the program has continued to grow nationally and internationally. Today's program provides adventure on land and sea and serves youth ages 14 to 21. Sea Scouting promotes better citizenship and improves members' boating skills and knowledge through instruction and practice in water safety, boating skills, outdoor, social, and service experiences, and knowledge of our maritime heritage. The program fosters self-esteem as the youth share responsibility for the upkeep of boats and equipment; and the value of teamwork, an important life lesson, receives emphasis every time the boats are underway where the actions of one impacts the safety and well-being of all.

Sam Houston Area Council, SHAC, is home of the SHAC Fleet, the largest council fleet in the United States with 22 ships. Youth in these ships sail, row, canoe, keep boats in shape, cruise the local waters of Galveston Bay or sail on long cruises far from home. Some SCUBA dive, but all are active in camping, social events, regattas and semi-annual seamanship contests or rendezvous.

Each ship has its own unique program designed and implemented by its youth members. Some ships only sail small boats such as Lasers and Sunfish, others sail catamarans or cruise in sailing sloops ranging from 22 to 33 feet, and some sail competitively. Some ships focus on aquatics, but most of our ships do it all. Basically, if it is an activity about, on, in, under or through the water, Sea Scouts in the Sam Houston Area Council are involved.

Sea Scout young adults are beyond "kid stuff." They want to be involved in big adventures that require adult thinking, planning, and responsibility. Sea Scouting is successful in Sam Houston Area Council because youth are in charge.

Sam Houston Area Council (SHAC) Fleet offers a wide variety of activities every year. The majority of these activities center on training. The Fleet boats on 600 square miles of sometimes treacherous water that is traversed by the Houston Ship Channel. Safe boating requires training on many levels. There are three levels of training in SHAC Fleet. The top layer consists of seasoned adult leaders who teach newer leaders and youth Safe Swim Defense and Safety Afloat. The Commodore, Dan Wilson, teaches an intensive one-day course called Crisis Afloat. The adults leaving this course have an increased awareness of coastal water and weather conditions and the appropriate safety measures that must be taken. They are coached in safe and sensible practices when traveling the Houston Ship Channel, and they are drilled in hands-on man-overboard simulations. At the fleet level there are six Texas Boater Safety instructors. Throughout the year they teach the course and certify adults and youth across the greater Houston metropolitan area.

The second level of instruction occurs within each ship. The adult leaders ensure their youth are trained to safely operate vessels and perform first aid or CPR.

The third tier of training occurs when the youth train the youth. Not only does the person doing the training reinforce their own skill, but the youth group receiving the instruction is more likely to learn from their peers.

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The Fleet sponsored activities of 2004 contained strong elements of training. Water safety is taught in a variety of venues from classroom instruction to on the water training. The classrooms last year ranged from Scout houses to rooms aboard the *Battleship Texas*. On our larger craft, each youth is taught the proper procedures for fire, collision, and abandon ship drills. Each youth takes the helm until they can properly execute man-overboard drills.

A weekend of extensive training was offered for youth and adults aboard *BB35, USS Texas* in January through the Sea Scout Academy. Youth were taught advancement skills such as radio procedures, rules of the road and navigation. Forty-six youth and adults were taught and certified in the Texas Boater Safety course (NASBLA approved). Evening courses for adults included Safe Swim Defense, Safety Afloat and Sea Scout Officer Specialized Training.

SHAC Fleet instructors taught Safe Swim Defense and Safety Afloat at University of Scouting in February. Sea Scout Officer Specialized Training was also offered. This course focuses, in part, on proper safety training and practices for adult leaders.

The SHAC Spring Rendezvous in April and the Minto Rendezvous in the fall are a competition between ships, but all events require extensive practice and expertise in skills such as first aid, radio procedures and protocol, rules of the road, navigation, etc. Sam Houston Area Council sponsors the nation's largest Scout Fair. Sea Scouts hosted exhibits following a safety at sea theme. Life buoy toss and PFD Scramble were a fun way to communicate safety on the water to younger scouts. Over 100,000 attended the fair with approximately 2,000 actively participating in the Sea Scout exhibit.

Sail Around the Dike (Texas City Dike) is an annual event. This weekend of small boat and catamaran sailing begins with a safe sailing training session. The evening includes a fire-fighting demonstration and a pyrotechnic display caused by youth learning the proper use and visibility range of various types of flares.

Skipper Cynthia Tolliver of Ship 696 is one of six adult leaders in SHAC Fleet who are Texas Water Safety Instructors. In 2004, she personally instructed 92 youth in water safety through her ship.

Program goals and objectives were established for Sea Scouts in 1938. "As a Sea Scout, I promise to do my best to guard against water accidents, to know the location and proper use of the life-saving devices on every boat I board, to be prepared to render aid to those in need, and to let those who are weaker and less able than myself come first." The leaders and youth of the Sam Houston Area Council Fleet keep this promise through constant training, application, and practice.

SUCCESSFUL AQUATIC PROGRAMMING: HOW TO START SMALL & GROW WITH COST SAVING IDEAS & COMMUNITY NETWORKING

**Glen Brandenburg, San Diego State University
John Van Arsdale, California State University
Duncan Milne, Access to Sailing**

This session focused on inexpensive and effective ways to start up aquatic programming.

The presenters were:

- Glen Brandenburg, director of San Diego State University's *Mission Bay Aquatic Center*.

- John Van Arsdale, director of the *California State University, Northridge Aquatic Center*.

Both centers offer a variety of activities to both college students and the community at large.

- Duncan Milne, director of *Access to Sailing*, a program that offers people with disabilities the opportunity to learn to sail in the Los Angeles-Long Beach area.

All three started with small programs and next to nothing in the way of staff and equipment and built their programs into successful thriving community programs.

Program Topics

Getting Started

- Researching community interest and program feasibility / suitability in an area.
- How to evaluate and choose the most cost-effective activity to begin with

Advertising Your Existence

- Ways to make alliances in the community
- Cost effective methods of advertising your program
- How to successfully share equipment with neighboring programs

Make that Money Stretch

- Utilizing volunteers
- Utilizing college students earning degrees in recreation and leisure
- Fund raising

Other Issues

- Resolving transportation issues
- Insurance requirements

Wednesday at the Summit

THE PERCEPTION OF RISK AND THE INFLUENCE UPON SAFETY

**Colin Powell, Senior Lecturer, Centre for Health
Safety and the Environment University of Wales
Institute, Cardiff, Wales, UK**

Abstract

Whilst environmental controls and equipment design can contribute to safety, the knowledge, attitudes and behaviour of participants may be key determinants of the likelihood of an incident.

Many approaches to water safety are based upon the appropriate assessment of risk and the adoption of behaviours to reduce the likelihood of incidents. Fundamental to this is the way in which participants perceive risks.

With reference to generic risk perception research, the significance of the perception of risk to the assessment and management of risk is discussed.

Introduction

Risk is present in water based activities however; participation can provide opportunities for self development, social contact, excitement, challenge, fulfilment of aesthetic and esteem needs and encounters with the environment that some describe as spiritual in nature (Stranger 1999). Risk and its management may be an inherent and valued component of an activity. The control of the activity to reduce risk may negate reasons for participation. There is often a balance between the management of risk and the achievement of the desired outcomes.

The perception of risk and individuals' desire to encounter risk may determine subsequent responses to risk. These perceptions may influence motivation to develop skills and knowledge, the safety equipment and practices adopted and the environments entered.

The Perception of Risk

Research has identified that a range of factors influence the perception of risk. The perception of risk has been reported as possibly leading to risks being misjudged and judgements of fact to be held with undue confidence (Slovic 1987). Information that supports a view may be accepted whilst contrary information may be rejected. If this is the case, solely providing information on safe practice in water safety may have a limited impact on safety behaviour.

Studies have indicated that our emotional responses to risks may influence our perception of risk and consequently our decision-making (Fischhoff et al (1978), Slovic 1987). In particular factors such as dread and perceived benefits have been seen to be important determinants of responses to risk (Slovic 2000). If an activity is liked, the benefits are judged to be high and the risks low. If an activity is disliked, the benefits are perceived as low and the risk high (Alhakami and Slovic (1994), Finucane (2000). Thus, emotional responses to risk interact with reason-based analysis

White et al (2003) argue that in relation to trust placed in risk messages; prior attitudes have a moderating effect on our response. If 'risks' are not perceived as being risky in the first

place, risk messages may be trusted less as they are not consistent with prior attitudes. Campaigns that do not take this into consideration may be doomed to fall on deaf ears. This work reinforces the view that our attitudes act as a framework for the interpretation of information related to risk. The identification of these attitudes may support the understanding of risk judgements and this in turn could inform the design of safety initiatives.

Lupton and Tulloch (2002) suggest that there can be a variety of perceptions and responses to risk. For example, four different people encountering the same risk at the same time could be either:

- knowingly and voluntarily engaging with the risk
- knowingly and voluntarily engaging with the risk but not regarding it as a risk
- engaging with the risk because there is no alternative
- engaging with the risk without realizing its presence or extent

Given these differences, there may be a need for differential safety initiatives that reflect these perspectives.

The model of risk compensation (Risk Homeostasis) described by Wilde (1976) and modified by Adams (1985, 1988 cited in Adams 1995) proposes that everyone has a propensity to take risk and this varies between people. Individuals are seen to have optimal target levels of risk. If risk is too high we back off, if it is too low we take steps to raise the level of risk. Adams argues that people have a need for excitement or arousal.

In more extreme environments, water based activity may be perceived as risky so steps are taken to mitigate the risk. In more benign environments, the risks are seen to be lower, therefore the same level of precautions are not taken.

Initiatives designed to reduce accidents often make use of the following approaches: -

- Persuade persons at risk to change their behaviour
- Enforce behaviour change by law or rules
- Enable protection through product and environmental design

The Risk Compensation Theory challenges the foundations of many injury prevention strategies as it proposes that the only effective safety measures are those that alter desired risk level. According to the theory, to modify the environment or regulate behaviour without altering target risk is of limited value. There is criticism of this stance and a number of authors (Robertson and Pless, 2002. Hedlund 2000) point out that the introduction regulatory control has resulted in a reduction in accident rates. The key issue is under what circumstances and to what extent risk compensation occurs.

Underestimation of the external environment and an overestimation of personal capacity can lead to a misperception and can be seen as a factor in accidents. Individuals may test and extend themselves by pushing towards the limit of their control. A key issue in relation to this 'edgework' is the perception of the context of the activity and one's abilities and at what point the decision is made to back off. Celsi et al (1993) argue that this edge is "relative to individual's subjective perception of their ability and confidence level." In the case of experienced performers, the

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encounter with risk is regarded as a conscious decision making process where risks are calculated.

There may be a tendency for an individual to perceive that the level of risk is lower for them than it is for others in the same situation. Weinstein (1989) points out that “optimistic biases” exist for a wide range of health and safety risks and that these biases are strongest for hazards such as lifestyle risks that are regarded as personally controllable. Additionally, Weinstein suggests that biases are likely to be large when people believe that signs of vulnerability will appear early and therefore the absence of signs of vulnerability is interpreted as them being exempt from future risk. These factors may account for low levels of perceived risk where an individual controls the activity and has not encountered problems. Furthermore, not experiencing problems or signs of vulnerability may reinforce high-risk behaviour. Therefore, if you chose to undertake the activity, and if things don't go wrong, the less likely it is that you will think things will go wrong.

Slovic, Fischhoff and Lichtenstine (1978) have drawn upon concepts of behavioural theory to explain reasons for not wearing seat belts. They describe how each safe journey without a seat belt reinforces that behaviour. The wearing of a seat belt in no incident situations punishes behaviour as a result of the discomfort effort and inconvenience experienced. Whilst this is a simplification of the situation and does not take account of the negative reinforcing influence of social approval and other factors influencing decision making, it does highlight important points for consideration. In risk taking situations the benefits of not taking precautions may far outweigh the costs associated with preventing or mitigating low frequency occurrences. For example, the wearing of a wetsuit and a PFD may be uncomfortable when the air temperature is high, however at the same time water temperature may be low and the equipment may be important for survival in case of a capsized. Each time an incident does not occur, the avoidance of the inconvenience and discomfort of preventative and precautionary action may reinforce risk-taking behaviour. Thus, incident free activities may result in a failure to take preventative action. Slovic, Fischhoff and Lichtenstine argue that the voluntary use of safety equipment depends upon personal perception of being involved in an accident. Very easily an individual can become complacent.

Albert (1999) draws attention to the existence of sub-cultures associated with particular sporting activities and proposes that these cultures support specific responses to physical risk and injury. Participants come to view risk as a salient part of the activity and conversational practices normalize its occurrence and so diffusing it as a deterrent to continued participation. These processes may contribute to risk taking being valued and acting as a means of bonding to the group and the activity.

The potentially threatening character of danger is neutralized and the significance of losses downplayed. Injury and losses can be a way of demonstrating commitment to the sport and act as a right of passage and affirm membership. Albert (1999) suggests, “far from being an inconvenient- even peripheral- element in sport, danger and risk-taking might be better understood as constitutive of participation in the first place”.

Scherer and Cho (2003) suggest that social units structure knowledge, attitudes and behaviour. As a consequence, safety behaviour may be linked to group membership. The norms and practices within a group may determine individuals' perception and response to a risk. In view of this, there may be benefit in safety programs encouraging good practice within groups and promoting group membership.

Conclusion

Participant's and group's abilities to assess and manage risk is core to current approaches to water safety. The way in which risk is perceived can have a major impact on behaviour. For example, if risk is not seen, the likelihood of preventative action being taken is reduced. Risk perception research drawn from a variety of fields of study suggests a number of issues of significance to water safety. These can be summarised as follows:

- Risk messages may go against beliefs, attitudes and experiences. If this is the case, however well intentioned, they may be discredited and mistrusted. Campaigns and education programs need to be mindful of this and take account of the perspective of participants.
- Enjoyment and commitment to an activity may lead to the likelihood of losses being downplayed.
- Risk and losses may be perceived as being constituent of the activity.
- As confidence of participants increases, perceived risk falls. This suggests the need to focus safety initiatives on both experienced as well as the inexperienced paddlers but recognizing the skill and knowledge requirements of each group may differ.
- Group membership may influence perception of risk and risk taking behaviour. The utilization of group norms and social pressure may provide opportunities for the development of initiatives to promote safe practice.
- Reducing risk in one area may lead to increased risk taking in another area so that overall risk remains constant.
- The costs associated with taking preventative action may be perceived as outweighing the benefits. Safety initiatives may wish to influence the perception of this cost benefit equation.
- Non-occurrence of incidents may reinforce risk-taking behaviour.
- If an activity is undertaken voluntarily and is controlled by the participant, risks may be perceived as lower than when an activity is imposed and controlled by others.
- The perceptions of participants may provide information that is invaluable to those wishing to improve safety.

Research into the perception of risk provides an insight into the way in which risks are conceptualized and the influence upon subsequent behaviour. This understanding may aid the development of safety practices and programs that are seen as relevant by participants and maintain excitement and enjoyment of the activity.

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PERSONAL WATERCRAFT FOR LAW ENFORCEMENT

Tim Corliss

California Department of Boating and Waterways

The Department of Boating and Waterways offers California Marine Patrol Officers a 32 hour POST certified course on Personal Watercraft. The course objective is to train officers in technical boat handling, basic operation and safety issues for law enforcement patrol, basic PWC maintenance along with specific handling characteristics.

American Honda Motor Corporation, Inc. has partnered with the Department and provides 4 new HONDA Aquatrax units annually to train students. Currently, there are two course offerings; one inland and one coastal. The same curriculum is taught in both classes; however, naturally, the water dynamics change the operator application significantly. Each course trains 16 students: 4 students per instructor, per PWC for the on the water activities.

Each day begins at 8:00 am in the classroom where topics such as personal gear, officer safety, engine technology, public perception, communications, weapons use, etc. are taught. In the afternoon, the students get geared up wearing the required equipment of a dry or wet suit, USCG personal flotation device, water helmet, and proper foot protection. On the first afternoon of class, students are required to perform a swim test wearing all required equipment so that the instructors may evaluate the swimming experience and/or special needs of an individual. The students then participate as a group doing pre-operations maintenance which includes inspection of the PWC inside and out and possible minor repairs or parts replacement. Once the PWC's are ready to enter the water, the students launch the vessels as a group. Each day on the water, the students practice the basics of slow speed docking for approximately an hour prior to entering the actual "drill stations".

Once the slow speed docking refresher is completed, the students are then broken up into groups of 4 and assigned to a particular "station". Each station instructor teaches a specific skill

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by first explaining the drill, second, personally demonstrating the drill and finally, by observing and assisting the students to complete the drill properly. Over the duration of the class, the skills that are taught are: slow speed docking, capsizing, flipping and reboarding, rescue board overview and/or demonstration, towing, victim pick-ups, object pick-ups, stern docking, figure 8 course and vessel stops. As each student completes each drill, they are evaluated by the instructors. At the end of each day, the students, still in their assigned groups, complete a post operations check of their assigned PWC.

On the final day of class, the students are given the opportunity to put together all of the skills they've acquired over the course of the week and apply their knowledge in 4 main scenarios. These scenarios are: a PWC enforcement stop, a standard vessel enforcement stop, an anchored vessel stop and a beach contact.

For more information, contact: Mary Thomas at mthomas@dbw.ca.gov or (916) 263-8185

GENERAL SESSION

1:45-4:00pm

2005 NORTH AMERICAN SAFE BOATING CAMPAIGN

Erika Clemons

National Safe Boating Council

Good Afternoon. My name is Erika Clemons and I am the Campaign Coordinator for the National Safe Boating Council. I am working in conjunction with many other individuals and organizations to help run the 2005 North American Safe Boating Campaign. I'm sure many of you are pretty familiar with the campaign but I want to give you a brief overview of what the campaign is and then go on to talk a little bit about some of the elements that make up the campaign and how you can use the resources that we have available to assist you with your boating safety efforts.

The National Safe Boating Council, along with its members and campaign partners, works each year to produce and promote a year-round campaign known as the North American Safe Boating Campaign that focuses on saving lives and preventing injuries through safer boating practices. This campaign is a collaborative effort between the National Safe Boating Council, their members and campaign partners, the United States Coast Guard (USCG), National Association of State Boating Law Administrators (NASBLA), the Canadian Safe Boating Council (CSBC) as well as hundreds of other organizations that are interested in promoting safe boating. The campaign is brought to you by a grant funded through the Aquatic Resources (Wallop/Breaux) Trust Fund, which is administered by the USCG.

The official kickoff of the North American Safe Boating Campaign is National Safe Boating Week, which takes place each

year during the first full week before the Memorial Day weekend. This year those dates are the 21st to the 27th of May 2005. In years past we have coordinated and funded a national kick-off event for National Safe Boating Week. However, we have discovered that these events are not always successful at drawing the kind of media attention that we would like to generate for this occasion particularly if a more newsworthy event arises on that date.

Therefore, we have decided not to host a national kick off event for 2005 and instead have dedicated our resources to other aspects of the campaign. If any organization is coordinating a kick-off event and would like some assistance from the NSBC, we would be more than happy to help and support your efforts. So please let us know.

This year we are continuing to use our slogan from the past two years "Boat Smart. Boat Safe. Wear It!" We feel that this slogan keeps it simple and sticks to our message. By focusing on one simple theme we can continue to brand our message and logo to become a more accepted and recognizable part of the safe boating campaign so that when the average person sees this logo and slogan they will think of the campaign. We are also continuing to emphasize life jacket wear as the major focus of our campaign message. We feel that life jacket wear is a simple and universal message that can apply to all aspects of boating and water safety, in addition to being the one message that will save the most lives.

One of our main objectives of this campaign is not only to inform people about the importance of wearing their life jackets but to inform them about the options they have when it comes to wearing a life jacket. As you know, many people don't wear life jackets because they are uncomfortable, bulky and hot. By focusing much of our campaign on the new inflatable life jackets, we are trying to educate boaters on the options they have and to let them know that there are lightweight and comfortable jackets available.

There are various elements that make up the campaign and help to provide information and assistance to the people that participate in this campaign each year. I will be talking about each of these items to give you a better understanding of how each of these components helps to make up our campaign. Beginning with our campaign postcards which are typically sent out in September when we begin to plan the campaign for the next year. They help to remind our members and other organizations about upcoming dates and important campaign information so they can begin to plan for the next year's events. We do send out one card to all members and supply additional cards to those that wish to pass them out among their own organizations. They are a great way to remind people about the campaign and tell them a little bit about what will be happening for the next year.

We also have our campaign kits which are probably the most well known and visible part of our campaign. These kits are sent out each year to all of our members as well as thousands of individuals from state and national organizations that work to coordinate their own activities or events. They are designed to help enhance and supplement these local, state or regional efforts so that the message of boating safety can reach an even larger audience. This year we have made a few changes to these kits including producing single sheets instead of a media booklet. We hope that producing single sheets will make it easier to copy and

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distribute the information that is in the kit so that it may be passed out at local events. The kit still contains many of the materials that you are used to receiving such as the USCG 2003 statistics, a poster, stickers and your free and paid item order forms that offer a variety of safe boating materials. This year we have also included a new lenticular designed luggage tag.

One of the great things about this campaign is that because of donations from a number of great organizations such as the USCG, Boat US, USBI and Coors that produce, print and donate materials to us, we are able to offer you a great variety of information free of charge for you to use in your own campaigns. Pamphlets you have used in years past such as 5 Tons and No Brakes, Safe Boating Tips, Choose to Boat Safely, You're In Command and the Wear Your Life Jacket flyer are still available in addition to new items such as the Play It Safe handout, the Boat Smart from the Start Booklet and the Help to Keep America's Waterways Safe and Secure brochure. There are also a number of free brochures available online from Boat US and the National Weather Service so please check your order forms for access to that great information.

In addition you will also find paid resources available from the National Safe Boating Council, the PFDMA and the ACA offered at a reduced price. The NSBC is continuing to offer the "Saved By the Jacket" booklets as well as the "Sidekicks" which are great books to give to children at your events. The ACA has materials such as the "Smart Start" Kit which is a great reference to use when teaching paddlesport information.

One of the newest components of the campaign this year is the Media package. This package was created to distribute to any organization or individual that would like to obtain media coverage for their particular campaign or for National Safe Boating Week. The package is set up so that each person that is sent a package will have all the materials and information they need to pitch their local media. We hope that with this package we can utilize our partners and member organizations to coordinate a grassroots outreach that will increase the scope of the campaign and put more focus on local boating communities to try and get them involved in boating safety.

The media package will consist of 6 different PSAs, press releases, story ideas, b-roll footage and a cue sheet. If you would like to add your own logo at the end of the PSAs to air in your area, please let us know. We can get you a beta copy of any of the PSAs for about 45 dollars that you can edit and include your own tagline if you would like. In addition to the PSAs, the package will contain a press release and story ideas for your local stations, making it easier for them to put together a story that is interesting and will get attention but still focus on the message of boating safety. There will be B-roll footage and a cue sheet so that stations will have all of the visual material they need to edit and produce a story.

These media materials make it easy for local stations to have material to air and edit as they see fit. Many local stations are often looking for material to air and this package makes it easy for them to create a story about boating safety. This grassroots effort has had much success in Canada being the major component of the

Canadian Safe Boating Council's campaign and we are hoping to have similar success here.

One of the other changes in the campaign that you may have noticed if you have spent some time on the web is our newly redesigned website. The old website was set up as more of an organization to organization reference tool. This website was created to be more interactive with the average boater so that anyone who would be browsing the internet looking for information about boating or boating safety may go on our site and learn more about the campaign, life jackets, events that may be taking place in their area and how they can participate in boating safety. There will be more resources available online such as graphics, photos, and website banners for you to use in addition to the resources that were available last year like the posters, logos and USCG statistics.

One of the newer features of the website is the online ordering. You will now be able to order your free materials online by filling out a form through the website. You can still download, print, and mail or fax in your order form off of the PDF file on the site like we had last year. The evaluation form will also be available online this year which will hopefully make it easier to submit your campaign evaluation form.

Like our site last year, we will still have all of our radio and television PSAs online, in addition to the news releases, graphics and media alerts. We are continuing to update our website and are adding new features sometimes daily. If you haven't seen it already, please be sure to visit our website at www.safeboatingcampaign.com

Now that I've gone over the campaign and the resources we have to offer, I'd like to talk about some of the things we hope to do in the future. One of the main directions we hope to move towards is to create more partnerships with other organizations and companies. From the audience polling it seems as if this is the right direction to move towards. We have worked with organizations in the past such as the CSBC and Boat US and companies such as Wal-Mart and Walt Disney. In the future we are working towards creating more partnerships with many different organizations and corporations to learn new ways of promoting the campaign.

Based upon the polling that took place and a concentrated media effort that we are doing in conjunction with the state of Florida, we will also begin to evaluate the effectiveness of the campaign. We want to look at what we are doing to determine what we need to change and what we are doing right. We may need to start developing some out of the box thinking when it comes to boating safety.

We will also begin moving towards placing more emphasis on the campaign website as a tool for boaters, members and organizations. We will continue to develop and improve the site so that anyone will be able to visit the site for all of their campaign needs.

The campaign is also developing an international outreach effort, expanding the message of boating safety beyond North America. There are many other countries that could use the information that we have available to educate boaters on the

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importance of wearing your life jacket and being safe and responsible.

If you have any questions about the information I've provided today, please feel free to visit any of our websites www.safeboatingcouncil.org, www.safeboatingcampaign.com or www.boatingsafetysidekicks.com to learn more about what I've talked about today. I hope you have a safe and successful boating campaign and remember to Boat Smart. Boat Safe. Wear It!

USING THE MEDIA **PCI Communications**

The National Safe Boating Council needs *you* to play a major role in media relations this year—to make the North American Safe Boating campaign more of a grassroots effort. All the materials you will need are available online at www.safeboatingcampaign.com, including the 2005 Public Service Announcements:

- John Amos PSA
- Rebecca Giddens PSA
- Labonte PSA
- Bill Dance PSA
- Game Show PSA
- Split Screen PSA
- Protection PSA

Using the local media as a tool will help you increase awareness on many levels, and ultimately attract more people to the events you spend precious time organizing. And remember, using the media is a process. Develop your contact lists first; then proceed. Be organized, so when an opportunity does arise you will be able to react quickly.

Always try to put yourself in the mind of a reporter. Find relevance! Make sure to pitch your ideas using the right news peg. You may have to do a little bit of research to find that perfect peg, but in the end it will make the difference between your story actually seeing the light of day or dying under piles of paperwork on a busy reporter's desk. Don't forget to FISH WHERE THE FISH ARE—consider target audience when choosing what media outlets to pursue.

PUBLIC SERVICE ANNOUNCEMENTS **Ted Rankine, Dual Media Productions**

Public Service Announcements are powerful tools to get the boating safety message out to the general population. Although PSA's can be delivered in a variety of media forms, including print, radio, television and even the internet, today we are going to concentrate on TV PSA's. Television is the media requiring the most number of resources, both financial and other; however, television PSA's, effectively produced and properly placed, are extremely powerful and can change behavior. But before you go

charging off to make a PSA, first there are some factors that you must take into consideration. An important one is the fact that thousands of organizations across America are also making PSA's and that means that getting your PSA to broadcast is a very competitive proposition. Another is the fact that many of you here are volunteers. Some are attached to government agencies, some to not for profit organizations and some are industry folks. Regardless, there is a common denominator for everyone here... budgets that are continuing to get tighter and tighter. With limited resources it's getting tougher to do the job and make a difference out on the water, especially if you are thinking about producing television PSA's the old fashioned way, with lots of money.

This program is designed to help you think a little less traditionally. Something I use to help me when I face a tough job, is to think about a friend of mine with the Coast Guard Auxiliary who was presented with a little desk plaque some colleagues had made up. The inscription said: 'I have done so much with so little for so long, now, I can do anything with nothing.' When it comes to creating effective boating safety communication and making Public Service Announcements, I find that with some ingenuity and passion, you have a good chance to do something good with very little as long as you are creative and resourceful.

There are two parts to effective television PSA's; creating them and getting them onto broadcast. Both are important and necessary for a PSA to be successful.

On the creative side, time is a four letter word. You don't have much of it if you are going to present your message in 30 seconds because longer messages will not be as readily aired. If you take your watch and let 30 seconds run by it might seem like a long time (if you are holding your breath), but you will find that 30 seconds is very, very short when you are authoring an effective message to communicate a boating safety concept. You will need to keep your focus 'focused'. You should be able to sum up the goal of your PSA into one single sentence, for example 'to get boaters to wear their lifejackets' and then keep your script down to about 4 or so key statements supporting that goal.

Next, work to decide a creative approach. Keep in mind the message style, your budget and any other support that you might garner to stretch your budget. There is no absolute hard and fast rule for the cost of a PSA. They can run the gamut from a few thousand dollars to tens of thousands and more. A production crew for your shoot will run you between \$1,000 to \$2,000 per day for broadcast camera and camera operator with the variance being your lighting and sound needs. Post production (editing) will cost about \$1,000 per day just for the facility and if you have planned the program and shot properly to a script, you should be able to keep the post production down to a day or so. Other costs will be for music, graphics and special effects. For the purely technical aspects of your production, you might find some help to underwrite those costs by paying a visit to a local college. Many have media programs full of eager and talented students with both access to video equipment and a desire to get some real life experience.

If you are going to use an on camera presenter or voice over talent, consider hiring a professional. If you have a non-

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professional choice without media experience or a natural knack for television work, you will likely be disappointed with the end result. It is also important to negotiate a 'buy out' with any professional talent that you might use to ensure no ongoing costs for residuals or other uses you might find for your PSA beyond its original purpose. If your script calls for non speaking parts, extras or people to fill bit roles, a good source might be local amateur theatre. These folks are eager, understand the basics of acting and are generally easy to direct. However, one big consideration when doing boating safety PSA's is the fact that you will likely be using boats and those on camera people should be qualified and capable in boat handling skills.

Many successful PSA's do not use professional spokespeople at all, but rather real people relating their experiences. Every project should start with in depth research to help guide the creative process and, often, your research will uncover average people in your area with some above average or life altering boating experiences to share with your audience. These folks make perfect and passionate on camera spokespeople, talking in plain language to your audience. Sometimes research uncovers even better opportunities as was the case with a friend of mine, Claire Babik. Claire wanted to do a PSA on CO poisoning and discovered that a famous race car driver, Al Unser Sr., was overcome by CO on his houseboat and escaped death thanks to a quick acting passerby. Claire contacted Al Unser and learned that he wanted to share his experience with boaters. So with the help of a Boat US grass roots grant and a production company who was interested in a television feature about Al Unser Sr.'s experience, Claire produced her PSA and a 5 minute made for TV segment shot on location at the Indianapolis Speedway and aired on Speed Channel to millions of viewers. Keep in mind that your PSA will be broadcast on television and will be viewed by the station making the decision to air as well as the audience, with the same critical eye that all television programming is judged.

When developing the creative concepts, think out of the box but always on the screen. Your message should make good use of audio and video to get attention, tell your story and deliver the closing call to action message. A good way to come up with a creative concept is to brainstorm with your colleagues to develop ideas. Once the best concept has been chosen, brainstorm again to develop it into a working script. Be sure to not develop ideas or concepts that are un-workable with your available resources or shooting conditions. Another way to get creative is to keep your eyes and ears open for good ideas from other successful campaigns unrelated to your message. You won't be stealing the entire PSA, but often the kernel of a good idea for someone else is a great starting point for your own PSA. Style of presentation also plays a large part in your creative process. The interactive session at the summit posed a question to the attendees; 'What is the best way for a PSA to pierce the consciousness of boaters?' 16 % of the respondents opted for funny, 26 % wanted a single message, 21 % suggested something that appeals to the enjoyment of boating and the largest group at 37 % preferred something startling or shocking. Whatever your choice, keep in mind your intended audience and what will motivate them to action. Making humorous

PSA's is no laughing matter and, like most humor, quite subjective. However, humor performed well, can deliver a very powerful message. A good example of some creative humor that worked for promoting life jacket wear was a 30 second test in which an average group of boaters were challenged to find and don their lifejackets in under 30 seconds; something that turned out to be an impossible task. The humor caught the audience's attention. They could easily relate to the comical scene that was unfolding and from it could make some decisions on how not to have that embarrassing situation happen to them.

Develop your script into a two column form with audio instructions on one side and video on the other. Before heading out to shoot and spend your production dollars, test the concept out with a sampling of your target audience. If they don't get it, it's time to head back to the drawing board and either rework or redo the entire concept.

Once your PSA is complete, the work is only half over because now it's time to get it onto air. Pay a visit to the local television stations on which you want to have your PSA aired and speak to the public affairs person or the program director. You might even consider visiting the station before producing your PSA and involve them with the process. They might even have some creative ideas of their own to help communicate to their viewing audience.

When you visit, let the station know the bigger picture. Provide them with some facts about boating safety. Tell them about what you do and why this message is important to the local community and to their viewers. Don't push too hard and don't be disappointed if you don't get a firm commitment on the first call. Often the person you meet at a station needs to consult with others first. Timing of your PSA broadcasts will also help with getting them on air. For example if the PSA is delivered in advance of Safe Boating Week or a local boating event, the station might be more likely to air the PSA because of the relevance of the message to another newsworthy item. After personally dropping off the completed PSA, send a note or email thanking them for their involvement. Finally, when the PSA airs, drop another note of thanks acknowledging the station's support and, if possible, include some anecdotal or factual reaction(s) that you heard about the airing. This will go a long way to help pave the way for your next PSA project.

2005 IBWSS MEDIA AWARDS

Eugene Goff, U.S. Army Corps of Engineers

Judges:

Erika Nighswonger, Boating and Education Coordinator,
Kansas Department of Wildlife and Parks
Gary Foster, Outdoor Recreation Planner, Kansas City
District, US Army Corps of Engineers
Pam Doty, Park Ranger, Lake Shelbyville, St. Louis
District, US Army Corps of Engineers

Facilitator:

Eugene Goff, Park Ranger, The Dalles, Portland District,
US Army Corps of Engineers

75 Total Entries

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Categories:

Giveaways/Handouts; Posters/Signs; Booklets/Brochures;
Audio PSAs; Video PSAs; Electronic Education

Judging Criteria:

Clarity of Message
Uniqueness/Innovation
Boating/Water Safety Message
Easily Modified so Adaptable Nationwide

Winners:

Giveaways/Handouts:

1st Place: US Army Corps of Engineers, Mobile District
(Whistle with Compass and Thermometer)
2nd Place: US Army Corps of Engineers, Mobile District
(Pencil: Erase the Risk – Learn To Swim)
3rd Place: California Department of Boating and
Waterways (Can Koozie: Hooked on Boating Sober)

Posters/Signs:

1st Place: US Army Corps of Engineers, National
Operation Center for Water Safety (Don't Let Nature's
Call Become An Overboard Fall)
2nd Place: Seattle's Children Hospital, US Army Corps of
Engineers, Regence Blue Shield (Life Jackets – Wear It
Right)
3rd Place: California Department of Boating and
Waterways (Life Jackets)
3rd Place: California Department of Boating and
Waterways (Poster Contest Calendar)

Booklet/Brochure:

1st Place: Safe Kids Collation and American Red Cross
2nd Place: US Army Corps of Engineers, Portland District
3rd Place: State of Utah Department of Natural Resources

Audio PSA:

1st Place: California Department of Boating and
Waterways (CO Kills)
2nd Place: Nevada Boating Education (Tight Fit)
3rd Place: California Department of Boating and
Waterways (Jack)

Video PSA:

1st Place: US Power Squadron (Don't Overload Your
Boat)
2nd Place: State of Utah Department of Natural Resources
(Boating Dangers)
3rd Place: California Department of Boating and
Waterways (Fisherman/Life Jackets)
3rd Place: State of Utah Department of Natural Resources
(Life Jackets)

Electronic Education:

1st Place: US Army Corps of Engineers National
Operation Center for Water Safety (Young and the
Reckless)
2nd Place: US Army Corps of Engineers, Seattle's
Children Hospital (Wear It Right)
3rd Place: California Department of Boating and
Waterways (Champions of the Waterways)



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2005 SUMMIT AWARDS BANQUET



LOREENA MCKENNIT

International Singer and Song Writer spoke at the Awards Banquet to discuss some of her personal experiences with Boating Safety

Thank you so much for inviting me here tonight.

I consider it a great honour for me to speak to North America's leaders in water safety....

This organization is at the very forefront of what my own efforts have attempted to help achieve: a change in the way that our society behaves on the water.

So, you've given me a real gift in inviting me here...

And it's truly a kind act to a Canadian.

You see, in Toronto in March, "water safety" means not falling in vast puddles of melting snow, and PFD stands for "profoundly frozen digits."

Some Canadians will do anything to get to California in March.

So thank you...

When your past chair, Marty Law, and Barbara Byers, from the Canadian Safe Boating Council invited me here, they made note in their letter of my own story. As you may know, I lost my fiancé Ron Rees, in a boating incident seven years ago, on Georgian Bay, which is located in the northeast half of Lake Huron.

Shortly after that, I launched the Cook-Rees Memorial Fund for Water Search and Safety which went on to raise well over \$3 million dollars, from personal donations and largely from sales of a recording I was mixing at the time of Ron's death.

Because I had little background in this whole area, I was assisted in assembling an advisory group with some of Canada's top experts in water safety and search and rescue.

And we've now spent close to seven years funding water search and safety initiatives across the country - including many run by police forces, by the Canadian Coast Guard, and by community organizations.

Three years ago we also funded a landmark study called "Will It Float?", which took the most rigorous look to date at all

the issues surrounding the mandatory use of Personal Flotation Devices. That report was done for the Canadian Safe Boating Council by a very innovative research group in Canada called SMARTRISK.

It has really changed the nature of the PFD/lifejacket debate in Canada and, I understand, is becoming quite well known here too. I'm told that the report is starting to find its way in front of many legislators and industry leaders across the U.S.

So we've been hard at work for the past while.

But for all of that, I must say, I don't normally talk much in public about Ron's story. As I'm sure you'll appreciate, it is very personal, and it is still very painful.

I do want to talk about it here tonight however, because I sense a rare kinship in this group.

Some of you are here because you have experienced the kind of pain that I have. Many of you - most of you, I imagine - are here because you dedicate your lives to making sure that others don't have to feel this pain.

All of us are here because we want to help others enjoy the water as a blessing, not as a threat.

And so I do want to take you through this and tell you what I think could have saved my fiancé Ron Rees' life, and the life of his brother Rick, and of their friend Greg Cook.

On Friday, July 17, 1998 at the end of their work day, Ron, Rick and Greg headed over to a friend's cottage which was about two hours north of Toronto on Georgian Bay. I was in England at the time, mixing a live album. Ron and I had established a practice of calling each other at approximately the same hour of each day no matter what time zone we were in. On this particular night however, I tried to reach him but there was no answer and thinking that something must have come up, I headed off to bed only to be awakened at three in the morning with the call we never want to get.

Now, Georgian Bay is gorgeous. But it's heavy water.

The lake is very deep. The shoreline sits right under an escarpment that can create fast changes in weather. And it's open. You have to be a good sailor to enjoy Georgian Bay.

Late that afternoon Ron, Rick and Greg - all good swimmers - set out for a brief sail in a small dinghy, something like an Albacore.

The weather was nice. The day had been very hot. No doubt they thought this was going to be a quick sail before joining their friends who regularly gathered on the weekend.

An hour or two went by - the sun finished setting, darkness had fallen and yet, the boat had not come back.

In the meantime, many of the Friday night regulars had gathered at the cottage to have a bite to eat and hang out for a while. Knowing that the fellas had gone out earlier, they were beginning to wonder what had happened to them. But no one bothered to follow up.

Even the next morning, with Ron and his brother and friend still gone, no one called for help.

Finally, at about 1 p.m. the next day, one of Ron's friends, after stopping at the grocery store, drove down to the local Coast Guard station to make inquiries. And just as he walked onto the pier, he saw a Coast Guard boat towing in the sail boat.

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Someone else had seen the capsized boat drifting along and called it in.

The Coast Guard brought in a helicopter from the closest air force base, and then set about looking for survivors. At 4:00 PM on Saturday afternoon they found Ron, face down, wearing a PFD.

And after a long week of searching the others were never found.

Now, most of you may recognize in this short account of that incident a series of "what-not-to-dos" or what if's. The reality is that we don't really know what happened out there that night.

But we do know three things that sealed their fate.

First: Rick and Greg weren't wearing PFDs.

I cannot say it enough. You know that I am a songwriter. And if boating is a song, then "PFDs" are the chorus. You can't say it enough.

So, that's the first lesson: Wherever you stand on the issue of mandatory PFDs, *wear* PFDs, *preach* PFDs and *love* PFDs.

Ron was wearing one, but succumbed to hypothermia after a long night in the water ... but at least I had him to bury.

That, of course, is not the most important reason to wear one. You wear one to survive the cold shock/gasp reflex and to stay alive until someone comes to help.

And then there's the second thing that sealed their fate: Denial.

No one called for help... It amazes me still that people just waited in that cottage knowing that they were out there. And I wonder what they could have been thinking... The Coast Guard told me later that, because Ron actually was wearing a PFD, he might have survived for some time in the water.

And that if someone had set about looking for him early enough that night, they might have found him alive.

It is unsettling indeed to think that denial is such a powerful force in our culture. So powerful that people will deny a clear and present danger and hesitate to do the simplest things to save their own lives or the lives of people close to them.

And I'm not just thinking of the denial in the cottage that night.

I'm also thinking of the kinds of denial that one sees in boats all the time... even among many experienced skippers, who sometimes deny the need to follow what they think of as someone else's rules.

The best skippers don't deny risk, they expect it and plan for it.

I'm also talking about the denial that's so rampant among casual boaters. That denial which says, "I'm not really a boater. I don't need to take a course or wear a PFD or check the weather. I'm just going fishing three minutes away at the edge of the lake."

Denial - from expert boaters, from casual boaters, and from onlookers, even from the boating industry - is responsible for many of the deaths we are all working so hard to prevent.

The third thing that sealed their fate was cold. Let me be very clear: I am not just talking about hypothermia from long term immersion, I'm talking about the short term effects of even moderately cold water. The well known British researcher Michael Tipton defines cold water as anything less than 70 degrees. And

this isn't just about Canada either. It's about almost every body of water in North America.

As everyone knows, hypothermia can kill you by lowering your core body temperature.

Fewer people know about cold shock - or the "gasp reflex". This happens in only 30 seconds. And it happens in water that is as warm as 59° Fahrenheit (15° C). That's the average temperature of one of the Great Lakes in July.

Everyone - from an overweight person to an Olympic swimmer - has the same reflex. The minute you fall in the water, the gasp reflex of cold shock makes you inhale close to your total lung capacity.

That can lead to uncontrollable hyperventilation, which means you can't swim or put on a lifejacket or do anything but panic. If you're in heavy chop, it also means you've just inhaled a lung full of water.

That's what even mild cold water does in the first thirty seconds.

Next comes swimming failure. In study after study, even strong swimmers had trouble moving their limbs after more than 20 minutes of immersion in water at 53° Fahrenheit (12° C). They felt their arms and legs go numb, making it very hard to handle the straps and zippers of a PFD, or to get back into a boat.

Only then does hypothermia become the big danger.

And the fact is that, in the middle of July - on a day that was so hot you were sweating and thirsty from sunup to sundown, on a day that the water looked refreshing and indeed was refreshing for a 20 minute dip at noon, on a day when no one could have believed a person could die of cold - the cold is what probably killed Ron.

I say probably because no one will ever know for sure what killed Ron, Rick and Greg.

But I can tell you this simple truth: You could be a great boater or a strong swimmer - and, once you've been in the water for a few minutes without a PFD, you're no better off than a novice who can barely swim.

When we ignore that simple truth about PFDs, and attribute deaths of people who don't wear PFDs primarily to other secondary factors - like the age of their boat, or the weather, or a boater's experience - we are in the same kind of denial as everyone in that cottage that night.

I feel compelled to stress this because when I ask myself, "would this have happened today, eight years later?" the answer - we all know it - is yes, it would happen again today.

It probably did happen today.

Earlier today, how many people out for an afternoon cruise on Grand Lake in Oklahoma actually wore their PFDs?

How many people are making that same mistake tonight, just next door, at the marinas here in Newport Beach?

And in a couple of months it will also be happening on Casco Bay in Maine, and the Snake River in Washington State. People will be making those same mistakes, thousands of times a day right across this continent.

I have surprised myself with the bluntness of that answer - because I am by nature a very optimistic person, I have a great deal of faith in people. And this kind of an answer is an uncharacteristic one for me.

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But I give myself that blunt answer, because I cannot avoid the fact that behaviour has *not* changed. We are not appreciably better in North America at wearing PFDs.

Every year the equivalent of one fully loaded 747 crashes into the lakes and rivers and waterways and coastlines of this continent - one or two people at a time, in boating incidents and drowning.

We are well acquainted with the complex problems that we face.

We are fighting against culture - in some cases, social cultures that have never behaved very safely on boats and don't want to.

We are fighting against pride - the pride of people who, because they are strong swimmers or because they have been fishing or sailing for decades, think there is no danger....

We are confronting peoples' legitimate argument that they have the right to make their own choices and not be told what to do.

We are fighting against - I don't know how else to put it - casualness, relaxation, a desire, on a boat, to just lay back and not think about anything too serious, which is really as it should be, within certain limits....

All of these things make the job of changing behaviour on water enormously difficult.

You could look at that, and be overwhelmed. Because a lot of us in this room have done enormous work over the past number of years to change the picture.

But I hope that we are not overwhelmed. A powerful moment is slowly and quietly arriving for us.

We know more now than ever before about the real risks in water, about the physiological risks in particular, and how to prevent them.

Because we know more, we have raised awareness about water safety to an unprecedented level. Boaters may not be changing their behaviour. But a lot more think twice about it than ever before.

And leaders in boating and related industries who had never led the discussion about danger and safety are starting to lead now. The culture of safety, which has always been an important part of boating, is growing even bigger.

There is, in other words, something of a tipping point coming our way. And with this in mind, some of you may be interested to read Malcolm Gladwell's book called "The Tipping Point" which examines how social change can occur.

We have the chance to change behaviour now.

So the question before us tonight is clear: How can we tip the knowledge we have gained, and the growing consensus about safety in our boating community, into really changing behaviour in the broader public - including people like me, who boat only every now and then?

And while there is no single answer, there are components to one.

Let me start by raising a controversial issue. The mandatory wearing of PFDs.

Now, I am a Canadian. And it's not my place to be telling Americans what they should do. So I will keep my brief thoughts

on this to the level of principle, which applies to both of our communities.

In principle, people need to know that if you want to stay alive in a boating incident, wearing a personal flotation device before the incident is not optional - it is essential.

I don't know how you put on a lifejacket if you have been thrown from a boat and knocked unconscious.

I don't know how you put on a lifejacket, even if you're conscious, but hyperventilating and struggling to stay afloat.

It is incredibly hard, if not impossible to put a lifejacket on when you're already in the water. People just have to imagine how they would do it, and most people get it.

The simple truth is this: By the time you need a lifejacket, it's too late to put one on.

And yet... and yet...

Most of our governments in both of our countries essentially tell us the exact opposite. They tell us that by having one accessible, you can still put one on when you need it.

If you're unconscious, you can *still* put one on.

If you've been thrown into the water and your gasp reflex has you actually inhaling water into your lungs, you can still take a few minutes to put on a lifejacket.

They tell us that, when they compel us to put lifejackets and PFDs *in* our boats, but *not* to wear them.

It's like telling people to strap a motorcycle helmet to your bike.... Because you might need it if you get into an incident.

Two years ago, when a 46 year-old angler in Pike County, Pennsylvania fell off his motorboat and died, that incident happened as quickly as any motorcycle incident on any interstate.

Making PFDs mandatory to wear - not just to have - may be difficult to achieve. It may be resisted. It may assault the pride of a boater.

None of that is really the point.

The point is that not having a regulatory standard from the most powerful voice in the country - a voice we look to for public information about safety - is sending the wrong signal. It undermines everything we are trying to do.

Having clear direction tells everyone in Canada and the U.S.: You need to wear this thing *before* the incident, because you won't have the time to put it on when you need it.

In truth, just having the debate is important. I am convinced that by fuelling the debate about the mandatory wearing of PFDs, we are doing more than anything else to raise awareness about this issue.

In my experience, the hurdle is not even quite as high as we might all think.

Up in Canada, Dragon Boat racing is a big part of the summer. Lots of companies sponsor boats and encourage their employees to participate - thousands of people - join Dragon Boat crews.

None of them used to wear PFDs.

And if you'd asked someone why not, they would give you all the reasons you know so well - they're the same reason you hear from anglers, and sailors, and canoeists and kayakers:

- it's not part of the culture

Wednesday at the Summit

- it gets in the way of the sport
- it looks stupid...
- it's too expensive

But just as the Dragon Boat community was a microcosm of the whole PFD debate, it became a powerful example of how quickly a confluence of voices related to PFDs can change the behaviour of a whole community.

The Cook-Rees Memorial Fund raised the PFD question with the Dragon Boaters Association, and we weren't alone.

The Coast Guard played a significant role. PFD manufacturers joined in and brought their new paddling lifejacket designs right to the participants.

More importantly, perhaps, the insurance companies and the folks who organised dragon boat events got on board. We only had to get them thinking about two dozen paddlers overboard in the Toronto harbour to motivate them on the issue.

To help seal the deal, we funded PFDs for one of the top dragon boat teams in Ontario - the Shaolin Monks. They raced and won in comfortable PFDs, showing leadership and laying bear the argument that wearing a PFD would impede competition and enjoyment.

The final piece of this puzzle was achieved when, with the expert help of the Ontario Lifesaving Society, the Fund supported the development of a Dragon Boat Safety Protocol and handbook and seminar and this was adopted by the Ontario Dragon Boat Association. And this included the mandatory wear of PFDs by all participants in all training and competition activity. This illustrates how many voices can come together and change the way a whole sport behaves.

Come up to Canada this summer and you'll see Dragon boaters wearing PFDs, not arguing about PFDs.

Now they're arguing about the size of their paddle.

I raise that because it speaks to a critical point that sometimes gets obscured when we focus too much on the debate about mandatory wearing of PFDs.

People won't really change their behaviour just by changing a law.

But they *may* change their behaviour if we make this idea very personal to them.

And making ideas personal is a topic that, as a recording artist, I do know something about.

There are a few ways to make safety personally meaningful to people.

One is to promote it publicly. You're doing that, and I would urge you to keep doing it. Don't pull punches when it comes to pulling on heartstrings.

There's a very effective TV ad I've seen - I'm not sure from where and I apologize,

It shows two little children - maybe a four-year old and a two-year old in a small aluminum boat... Wearing their PFDs, and crying.

Then, as the camera pans out, you see that they are alone in this boat. And their boat is drifting in the middle of a lake. And these two little children don't know what to do because their parents aren't anywhere around.

And the ad says something like: "you made them wear their lifejackets... why didn't you?"

Whoever made that ad knew how to strike a nerve.

If we, in our daily work, can make moms and dads think twice. ...

If we can make kids think twice, then we are beginning to tip the balance.

I don't know if there is a formula for this... But I think there is an impulse.

It's the impulse that was missing from Ron's cottage that night. It's the impulse to say, I will bother to raise my own voice. I *will* "call it as I see it" and take personal responsibility for the safety of another individual.

Even if that feels awkward for a moment.

There is nothing as powerful as one individual advocating for another's safety. There is nothing more powerful than one person speaking respectfully and caringly with another person who needs help.

We can change the laws in our countries.

We can change awareness in our counties.

But if we really want to tip the balance from better awareness to better behaviour, that will happen one person at a time.

So this is why we don't have to be overwhelmed by that "747". Because it's falling one person at a time, and we catch them one person at a time.

When I think back to how we lost Ron in 1998, one image that I cannot forget is of the beach at Meaford, Ontario. Every morning, for most of the week after the incident, all of us gravitated to that lakeshore. And we just stood there for hours.

At first, we were waiting for them.

And then, we were just waiting.

Finally, we stopped waiting. We walked off the beach. ...

... Changed by more than just the loss of our soul-mates.

Changed also by the new and painful understanding that any one of us could have made a difference the night before.

And by an *inspiring* sense that, perhaps, each of us still could. ...

You know that beach.

You and I have been standing on that beach for a long time.

We've been waiting for a long time.

Tonight, we are walking *off* that beach... together.

Thank you.

NATIONAL WATER SAFETY CONGRESS AWARDS LUNCHEON

Opening Remarks by Bobby Pharr, President National Water Safety Congress

Award of Merit Winners and Letters of Commendation by Region

Region 1 (Matthew Zlocki, Regional VP)

Awards of Merit:

Spirit of America Foundation, Youth Boating and Water Safety, Mentor, Ohio
George Christ, Mohican School in the Out of Doors & Spirit of America Foundation, Ohio

Letters of Commendation:

Sgt. Monnie Bush, Five Rivers Metroparks, Ohio
Mike Kasiorek, Shenango Lake Water Safety Council, Pennsylvania
Tom Pascoe, Ohio Waterways Safety Council, Ohio
Brian Fowler, Lake Metroparks, Ohio
Marie Kozan, Lake Metroparks, Ohio
Brian Davidson, Lake Metroparks, Ohio

Region 2 (Tom Plante, Regional VP)

Awards of Merit

Sgt. John M. Ellsworth, Wolverine Lake Police
Wal-Mart Supercenter – c/o Roy Hulett
Dennis J. Zehr, Kansas Department of Wildlife and Parks
OPAA Food Management, Inc.

Letters of Commendation:

Scott Eveland, Nebraska Game and Parks Commission
Keith and Jean Dieml, Coast Guard Auxiliary

Region 3 (Mac Wimbish, Regional VP)

Awards of Merit

Kevin Ray Crabtree, North Carolina Wildlife Commission
Jamie A. Burge, Vicksburg District, U.S. Army Corps of Engineers
Conference Center
Georgia BellSouth Pioneers
Mark L. Meador, Mobile District, U.S. Army Corps of Engineers
Juanita Silva, Wilkes Family YMCA

Letters of Commendation:

Tommy Haynes, AL Dept. of Conservation
Smith Mountain Lake Water Safety Council, Smith Mountain Lake Association, Virginia
Hernando, MS Optimist Club
Senatobia, MS Optimist Club
O. W. "Mac" McGowan, West Point Lake Water Safety Council
Brian Sapp, Mobile District, U.S. Army Corps of Engineers
Pam Samuels, Jeff Plummer and Liz Boyle, Vicksburg District, U.S. Army Corps of Engineers
Arthur Hoff, Vicksburg District, U.S. Army Corps of Engineers

Region 4 (Arlyn Hendricks, Regional VP)

Awards of Merit

Sgt. Chris Chopin and Lake Patrol Unit, Grand Prairie Police Dept.
Wacky Water Wahoo Program, Oklahoma SAFE KIDS Coalition
Rusty Johnson, Arkansas Game and Fish Commission

2005 Summit Awards Banquet

NATIONAL SAFE BOATING COUNCIL AWARDS

Chairman of the Board, Ed Carter recognized the NSBC Patron Members

Boating Education Advancement Award Sponsored by Coors Brewing Company

National Winner – Cleveland Metroparks Institute of the Great Outdoors
Jeremy Oyen and April Kosior accepted the award.
This was the Northern Region program winner.

Southern Region BEAA winner was the Sam Houston Area Council Sea Scout Fleet. Cassie Johnson accepted the award.

Western Region BEAA winner was the Oregon State Marine Board's Jr. Boater Program.
Ashley Massey accepted the award.

Boating Safety Youth Program Award Sponsored by West Marine

Houston Safe Boating Council for their Camp WADE program.
(Water Activity Day Events)
Russell Grimes, Houston Safe Boating Council President, accepted the award.

Boating Safety Hall of Fame Inductees Announced

William Garner, former boating law administrator for Alabama,
and
John Malatak, USCG Office of Boating Safety,
are recipients of the Boating Safety Hall of Fame.
They will be officially inducted into the Hall of Fame at a later date.

NATIONAL WATER SAFETY CONGRESS AWARDS

Regional Awards

Region 1 – Stew Leonard III Water Safety Foundation, Kim & Stew Leonard Jr.

Regions 2 – Iowa Great Lakes Water Safety Council

Region 3 – Mobile (AL) District Water Safety Task Force, U. S. Army Corps of Engineers

Region 4 – Oklahoma City Sail & Power Squadron, David S. Shumake

Region 5 – U. S. Coast Guard Auxiliary, 11th District, North

President's Award

Cecilia Duer – In recognition for her dedication, perseverance, drive and determination to bring the Congress to a new level of credibility

Lifetime Achievement Award

Capt. Scott Evans, USCG Office of Boating Safety – In recognition for his longtime efforts in water safety

National Award

Shawn Alladio, K-38 Water Safety – In recognition for her efforts in promoting water safety around the world

2005 Summit Awards Banquet



Martin Law, Loreena McKennit and Barbara Byers



Bobby Pharr , our fearless leader



Ed Carter, Deanna Rice (Coors), April Kosior, Jeremy Oyen and Bill Young (Coors)
Northern and National BEAA winner



Ed Carter, Deanna Rice (Coors), Cassie Johnson and Bill Young (Coors)
Southern Region BEAA winner



Bobby Pharr and NWSC National Award Winner Shawn Alladio

2005 Summit Awards Banquet



Bobby Pharr and Cecilia Duer
NWSC President's Award



Deanna Rice (Coors), Ashley Massey, Martin Law and Bill Young (Coors)
Western region BEAA winner



Captain Scott Evans and Ed Carter
NSBC shows their appreciation to Captain Scott Evans



Ed Carter, Russell Grimes and Laurie Freed (West Marine)
Boating Safety Youth Award Winner



Bobby Pharr and Captain Scott Evans
NWSC Lifetime Achievement Award

IBWSS Attendees

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Introducing Brunswick Commercial & Government Products, Inc. You know us for plans as the commercial and government division of Boston Whaler. Adding the widest, longest-running, most dependable platform for Law Enforcement, Security, Special Operations, Combat, Fire / Rescue and Maritime applications. We call it: The We're professionally built to meet the continuously changing needs of our customers. Today, as a subsidiary of Brunswick Corporation, we're a lean, mean, company with our own dedicated manufacturing facility for commercial products. In addition, we're responsible for commercial applications for the entire Brunswick Boat Group – the world's leading powerboat manufacturer – providing access to a wide variety of hulls up to 100 feet in length. All other needs in mission-specific configurations, plus an entire line of cost-effective, off-the-shelf options. And our complete maintenance programs for operational requirements. Contact us. Because more than just a boat, it's your public mission zone.