



10th Anniversary
International Boating
and Water Safety Summit

Proceedings

April 30 – May 3, 2006
Westin Innisbrook
Palm Harbor, Florida



PROCEEDINGS

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

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

Thank you to everyone that participated in the 2006 Summit. It was a great success!



International Boating and Water Safety Summit

Web Site: www.safeboatingcouncil.org
www.watersafetycongress.org

Dear Fellow Summit Participants:

The National Safe Boating Council and the National Water Safety Congress are pleased to present the *Proceedings* from the Tenth Annual International Boating and Water Safety Summit. This year the Summit was held in sunny Palm Harbor, Florida from April 30th to May 3rd. 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 and water 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 Tenth Annual International Boating and Water Safety Summit memorable beginning with the free belt pack life jackets sponsored in part by Stearns 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

The USCG sponsored race boat driven by Geno Marrone was a highly anticipated addition to the Summit. The second Audience Polling allowed the Summit participants to voice their opinions on a wider variety of topics regarding boating safety and the Summit. In Boating Professionals Answer the Call, many dedicated individuals and organizations received awards for their excellent response and hard work during Hurricane Katrina.

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 Crowne Plaza Hotel on the RiverWalk in San Antonio, Texas, March 4 - 7, 2007. The setting is ideal, and we urge you to keep an eye on our websites www.safeboatingcouncil.org and www.watersafetycongress.org for registration information. The **ELEVENTH** anniversary of the International Boating and Water Safety Summit promises to be a spectacular event.

Thanks to all who participated in the 2006 Summit in Palm Harbor. We look forward to seeing you in San Antonio next March.

Ed Carter

Chair
National Safe Boating Council

Bobby Pharr

President
National Water Safety Congress

ON THE LAKE AGAIN

Summit Singers



On the Lake Again
I just can't wait to get on the lake again
The life I love is going boating with my friends
And I can't wait to get on the lake again

On the Lake Again
Going places that I've never been
Seeing things that I may never see again
Oh I can't wait to get on the lake again

On the Lake Again
Like a bunch of driftwood we float down the waterway
We're the best of friends
Insisting that the current keeps flowing our way
And our way

Is on the Lake Again
I just can't wait to get on the lake again
The life I love is going boating with my friends
And I can't wait to get on the lake again

Break

On the Lake Again
Like a bunch of driftwood we float down the waterway
We're the best of friends
Insisting that the current keeps flowing our way
And our way

Is on the Lake Again
I just can't wait to get on the lake again
The life I love is going boating with my friends
And I can't wait to get on the lake again
No, I can't wait to get on the lake again
Yeah, I can't wait to get on the lake again

Activities Prior to the Summit

Saturday, April 29

National Water Safety Congress (NWSC) Board of Directors Meeting
NASBLA Water Management Committee
United Safe Boating Institute Meeting
Summit Committee Pre-Convention Meeting
National Safe Boating Council (NSBC) Board Meeting
NASBLA Paddlesport Meeting
BEAP State Education Specialist Meeting

Sunday, April 30

United States Boating Institute Meeting
NASBLA Education Committee
USACE Water Safety Products Committee
NSBC Membership Meeting



Thank You to Boat Ed for all your assistance with the 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, MAY 1

Opening General Session

8:30am - 9:40am

Color Guard - Presentation of Colors

Invocation - Arlyn Hendricks

**Recognition of Honored Guests - Ed Carter,
National Safe Boating Council and Bobby Pharr,
National Water Safety Congress**

Beverage Break

9:40am - 10:00am



BOATING PROFESSIONALS ANSWER THE CALL

Ed Carter

Tennessee Wildlife Resources Agency

During hurricanes Katrina and Rita, the United States suffered the worst natural disasters in our nation's history. In addition to the destruction typically associated with hurricanes, widespread severe flooding added not only another complexity of suffering but also a complication in response. Unfortunately, not only was the natural disaster's immediate effects severe, but there was also civil unrest, fires, extreme heat and toxic environmental conditions. Therefore, the type of response normally anticipated for assistance was suddenly not adequate to react to these unusual conditions.

The first state agencies, including those from states directly affected and those who volunteered from outside the area, were



Bobby Pharr presents Emily King with an award

state boating safety agencies. Not only were these agencies uniquely equipped for these conditions, the personnel were also trained law enforcement officers who could respond to the public security and safety problems as well.

The effected states began their response almost immediately, and many of the surrounding states assembled their troops and equipment and began arriving within the next two days. Working from small boats, the men and women from these agencies had to be self sufficient and skilled in operating in an extreme environment with flooded conditions. Using their talents, they rescued thousands of flood victims from flooded homes—some still burning. In areas where there was no other access available, they ferried food, water, medical supplies and emergency workers into every effected area. They not only administered assistance but also made arrests when necessary; coordinated the efforts of other states and federal agencies, and essentially became the difference between life and death and chaos and order.

Without the assistance from these boating professionals, who used the skills they normally exercise in their everyday jobs, along with the specialized equipment for this type of environment, a terrible situation would have been even worse. It has been gratifying for the public to recognize that state boating agencies are not only well trained and well equipped, but are more than willing to answer the call for missions going far beyond the traditional roles recognized by the nation's boaters.

Special comments were made by: Richard Moore, Boating Law Administrator (BLA) from Florida, Alvin Taylor, BLA from South Carolina, Terry West, BLA from Georgia, Kenny Neely, BLA from Mississippi, Brian Spillman, BLA from Louisiana and Alfonso Campos, BLA from Texas.

The states recognized for "Answering the Call" were:

Florida, Louisiana, Texas, Tennessee, Arkansas, Minnesota, Missouri, Ohio, Mississippi, Alabama, Kentucky, South Carolina, and Indiana.

STRATEGIC PLANNING – THE NEXT EVOLUTION IN BOATING SAFETY?

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



Congress and the Administration recently reauthorized, and significantly increased, the funding for the Recreational Boating Safety Grant Program through 2010. The question now is, what will this additional funding accomplish? Will it result in an evolution in boating safety?

Monday at the Summit

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

The success of this planning strategy has not gone unnoticed by the government. In 1993, Congress enacted the Government Performance and Results Act (GPRA). GPRA established the requirement for strategic planning by Federal government agencies. As a result, we’ve witnessed numerous agencies implementing this planning effectively.

Key components of a strategic plan are performance goals, objectives, and strategies. Performance goals are the final outcomes desired. They should be measurable and have a time frame. An example for boating safety is the number of fatalities per year. Objectives are the interim outcomes necessary to accomplish the goals. Objectives also need to be measurable and have a time frame. An example is to enhance the life jacket wear rate by a set amount. Strategies are action alternatives that are implemented to accomplish the objectives. An example is to design and implement education courses, awareness initiatives, or enforcement strategies to attain the life jacket wear rate objective.

Another key component that weaves into an effective strategic planning process is the use of a problem solving model. This model is composed of problem definition, identification of the alternatives (strategies) for resolving the problem, selection of the strategy to be implemented, allocation of resources and implementation of the strategy, monitoring (measuring) the effectiveness of the strategy, and adjustment as needed. This is a dynamic process and is often pictured in a circle diagram.

By now, you may be asking, what has this got to do with boating safety? We’ve seen tremendous success in the decrease of boating fatalities since shortly after enactment of the Federal Boat Safety Act of 1971; do we need to be doing strategic planning? The answer is “yes,” especially now that Congress and the Administration reauthorized our program and increased the funding. When this was done, we were all given the responsibility to not only continue our boating safety efforts, but to enhance them. Lives are being saved; people are having more enjoyable experiences on the water; and yet, our job is not done. We need to reduce the fatalities further; and we need to reduce the injuries and accidents. Thus, it’s time for a strategic plan for the National Recreational Boating Safety Program (NRBSP).

Thanks to the strong ties among the recreational boating community, the development of the NRBSP strategic plan is well on its way. Nearly one and a half years ago, following a resolution adopted by the National Boating Safety Advisory Council (NBSAC), we embarked on this journey. A panel of representatives from 15 boating organizations, including manufacturers, retailers, user groups, safety organizations and the States was brought together to draft this plan. Following periodic meetings of this panel, they made recommendations to the NBSAC, who then adopted the resolutions that are the basis of the strategic plan. This past November, the members of the NBSAC acknowledged their need to be more involved in the drafting of the plan. All NBSAC members are now included in the panel meetings.

Significant progress has been made. Goals for fatalities and injuries have been determined for the next several years. Topics for objectives have been identified (manufacturer compliance, safety equipment carriage compliance, knowledge / awareness / skill level of vessel operators, compliance with navigation rules, enhanced accident reporting, reduced BUI); and for a couple of them, the measurement systems are in place, the baselines are known, and targets have been set. An example is the life jacket wear rate, where target rates have been established. Now, the planning is focused on completing the details of the other objectives (what measures to use, and what the baselines and targets are), identifying and selecting strategies to be implemented, measuring those strategies to see how effective they are, and adjusting the strategies in future years to enhance effectiveness.

This is a critical process for us all; and I believe that it will lead to a new evolution in boating safety. Even more importantly, so does the Administration and Congress. For you see, soon after they increased the Program funding this past year, they (the Office of Management and Budget and the General Accountability Office) asked how many fewer boating injuries and fatalities there would be now that more money was being made available to the States and our other boating safety partners. They want us to assure them that, when we put more money into patrols, campaigns, education, or other strategies, we can identify the specific outcomes that will result from this.

While we are not yet able to give them specific results that can be expected from these additional funds, we have explained our strategic planning process to them. They are encouraged by this and are anxious to see the progress we collectively make as we evolve in this level of planning.

Your participation in this process is absolutely critical to the success of this effort and of the National Recreational Boating Safety Program. With your help in identifying effective strategies, in measuring the success of these strategies toward accomplishing the objectives, and in assuring that our efforts truly reduce boating injuries and fatalities, we will all succeed.

Please join us in this effort. You play a vital role in this; and with your help, an evolution in boating safety is about to take place.

12:00- 1:45pm

Lunch and PFD Demo at the Pool

DON'T BLAME THE BOAT!
- CAPSIZE, FALLS OVERBOARD,
SWAMPING, SINKING -
IT'S YOUR CALL!

Pamela Dillon, American Canoe Association

The purpose of pool demonstration was to address the largest cause of fatal boating accidents – capsizes and falls overboard. In 2004, 383 fatalities out of 676 deaths (57%) were the result of person ending up in the water unexpectedly. PFDs save people after the fact. We should study how to AVOID unexpected capsizes

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and falls overboard. DON'T Blame the Boat – It is people's actions that tip the boat.

Three Teams provided in water pool demonstrations:

- Ed Carter (NSBC Chair) and Bobby Pharr (NWSC Chair)
- Ruth Wood (Pres Boat US Foundation) and Charlie Sledd (NASBLA Pres)
- Jeff Hoedt (Chief – USCG Office of Boat Safety) and Richard Moore (BLA – FL)

Spotters:

- Robert Kauffman, ACA Instructor Trainer and Past Board Member and Board Secretary
- Paul Sanford, ACA Instructor and ACA Stewardship and Public Policy Director

Official Timer/ Overall Enforcer/Referee:

- Fred Messman (coin toss)

B. Challenge – Each team entered the canoe and knelled facing one another while the spotters positioned the boat in the pool. The team then stood up in the boat facing each other (balance). From a standing position and using only controlled body motion, the team swamped the boat without capsizing or falling overboard. The team defaults if the boat is capsized or one or both of the occupants fall overboard.

Use caution if you try this at home. Understand these are teams of professionals.

How to maintain stability?

Keep your nose over your belly button. The trick is NOT to let your shoulders lean over the gunnels of the boat.

Referee Fred Messman walked the crowd through an analysis of events using the following definitions:

- Capsizing – Overturning of a vessel. The bottom must become uppermost, except in the case of a sailboat, which lies on its side.
- Swamping – Filling with water, particularly over the side, but retaining sufficient buoyancy to remain on the surface.
- Sinking – Losing enough buoyancy to settle below the surface of the water

The team of Ruth Wood (Pres Boat US Foundation) and Charlie Sledd (NASBLA Pres) provided the best demonstration as determined by applause and crowd support. They received

The HOT ORANGE PLASTIC PADDLE AWARD

for crowd pleasing demonstration

2006 International Boating And Water Safety Summit

May 1, 2006

All team challenge members received commemorative 10th Anniversary Summit medallions.



Ruth Wood and Charlie Sledd participate in a demonstration



Capsizing



Jeff Hoedt and Richard Moore go overboard

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MAKING EFFECTIVE PSA'S

Ted Rankine

Canadian Safe Boating Council



PSA's: love 'em or hate 'em, they are an effective tool for getting your boating safety message out to your target audience and can include print, radio or television; each of which has its own benefits and drawbacks.

Print PSA's are fairly inexpensive to produce and distribute. Although newspapers cover a wide range of readers, specialty magazines have very targeted audiences and if your print PSA is carried in one of your chosen magazines, you will be guaranteed to reach your target audience. Radio PSA's are more of a shotgun approach than print to your target audience. They are less expensive to produce than television, but if properly executed can be quite effective. A major benefit of radio is that it has fewer restrictions on ad-to-editorial ratio so that there is better likelihood that well produced PSA's will be aired. However, television is generally the most effective platform for PSA's and a review of the following slogans may help to prove the point. Most of them you will know, some will have made an impression and perhaps one or two have influenced your behaviour.

Friends don't let friends drive drunk
You could learn a lot from a dummy
A mind is a terrible thing to waste
This is your brain. This is your brain on drugs. Any questions?
Only you can prevent forest fires.

These slogans were the backbone for a number of effective Public Service Campaigns. Your properly crafted, effectively delivered boating safety PSA can have similar results; influencing your target market and making a difference out on the water.

First, it is important to understand that PSA's run on donated air time. That can help make a boating safety PSA campaign very cost effective because to buy air time is quite expensive. However, the donated time, which is one of the benefits, is also one of its drawbacks. Stations are compelled to air PSA's. It helps them maintain their license to broadcast. Like anything free, you can expect a great deal of competition from other groups that want their PSA's aired as well, but boating safety PSA's can offer certain advantages over some others.

For example, many stations tend to shy away from controversial PSA's like anti abortion advocacy, gay rights, etc. which will tend to narrow the field of competition somewhat.

However, it's hard to argue against boating safety. Boating is a popular recreational activity and you will likely encounter staff in the television station who boat. That fact alone might help to give your PSA priority over others. But those competitive edges are not enough. You still have to make a good PSA, one that is creative and technically suitable for broadcast and effectively market it to the broadcaster.

The first step in making an effective PSA is to understand your audience and not follow the natural inclination of jumping right to tactics. As a boating safety communicator, it is not enough to just know who your audience is. You also have to know what is relevant to them, what excites them, what motivates them, what they read, what they listen to, what their other activities and interests are, etc., etc. Take time to research, review statistics, conduct focus groups and gather anecdotal information. Everything will help.

Part of understanding your audience is also understanding the media outlets that your audience would be tuned into. Survey the relevant broadcast media outlets of your target audience and perhaps even pay them a visit. That way you have a point of contact, a level of interest and some buy in from those who will be instrumental in the success of delivering your PSA to your target audience. A phone call is good, a personal meeting is even better.

With the audience information at hand, you must decide on a clearly defined message goal before you start to craft the message. For example, what do you want your target audience to do; buy more PFD's or wear their PFD's? You will find that a 30 second spot will be the most successful in getting broadcast time so keep your message simple, short and focused. You cannot compress an instructional video into 30 seconds, so make every word count.

Next comes the 'big idea'. If your budget allows it is always better to involve a professional ad agency in the creation of your PSA's. If budgets are tight or non-existent and you have to do a lot yourself, you might be surprised at how creative that you really are. That 'big idea' might already be in your head. Or it might already be part of an existing campaign, which by the way is a benefit. The most successful PSA's are part of a full campaign. Sometimes it's the PSA idea that starts the ball rolling for a complete campaign. The key is to not leave your PSA as an isolated message. To help discover and create the 'big idea', keep your eyes, ears and mind open to what other people are doing. You are constantly exposed to plenty of other ad campaigns; print, radio, TV, billboards, point of purchase, etc. Often it's the kernel of an idea from something else that acts as a springboard for your own 'big idea'.

To help you be more pro-active in your creative approach, there are a number of internet sites where you can view other ads to help prime your 'creative pump'. Some you have to pay for, some are free. Search the internet with key phrases like 'award winning commercials' or just head to a site which provides an enormous database of more than 700,000 commercials. It is Jean-Marie Boursicot's Film Library at:

<http://www.adeater.com/bin/view.cgi?usr2/internet/www/adeater/welcome2.html,1,ZurIW/MULTI/html/cinema.htmlZ>

Another effective method of helping create the 'big idea' is

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students are very willing to get some real world experience. They have the enthusiasm, the time, the desire and the professional production gear.

Some other cost saving ideas can include partnering with other agencies, industries or even other states to pool resources. The National Safe Boating Council and the United States Coast Guard also produce some very good PSA's each year which they encourage other boating safety stakeholders to use for their own messaging. That way the message is made. All you need to do is get it to air.

If you have not already visited your target broadcaster(s), call and set up an appointment; don't just drop off the tape. When you meet with them, explain your organization, what your goal is, how the broadcaster can play an important part in the program and provide them with the tape. Gently try to get a commitment, but don't push for it. Often there is a process and other people involved so don't expect a yes right away. Suggest that he /she review the PSA and you will contact them later, then do a polite follow up.

After your PSA airs, your work is not quite complete. Send a follow up note thanking the broadcaster, and if possible, provide some anecdotal information to demonstrate how important that playing the message could be. For example, it might be as simple as stating that many of your boating friends and colleagues noticed that the PSA was aired just in advance of a great boating weekend and you are sure that it will have some positive effect on local boaters.

PSA's can make a difference out on the water. It takes a mix of creativity, commitment and perseverance to deliver the boating safety message but you will find that the rewards are certainly worth the effort.

Beverage Break 3:00pm - 3:15pm

2006 NORTH AMERICAN SAFE BOATING CAMPAIGN

Erika Clemons

The North American Safe Boating Campaign is a year round informational campaign that focuses on saving lives and preventing injuries through safer boating practices. The campaign began in 1957 as a targeted grassroots outreach effort and has blossomed throughout the years into a multi-faceted, national campaign. Through partnerships with other organizations and the production and distribution of a variety of safe boating resources and information, the Safe Boating Campaign aims to reach the approximately 78 million recreational boaters who take to the water each year.

The campaign is a collaborative effort between the National Safe Boating Council, the U.S. Coast Guard, the National Association of State Boating Law Administrators and the Canadian Safe Boating Council, funded through the Aquatic Resources (Wallop-Breaux) trust fund, administered by the U.S. Coast Guard.

National Safe Boating Week is the official annual kick-off of the campaign and the traditional boating season. NSBW takes place each year during the first full week before the Memorial Day Weekend. This year it's May 20-26.

The campaign reflects a concentrated effort to encourage life jacket wear as well as other key safety precautions and provides resources to educators and volunteers that work with boating and water safety. The campaign focuses on wearing a life jacket since that is the single most important thing a boater can do to save their life while on the water. It also allows us to keep the message simple and concise so that it is easier to remember for boaters.

This year, the campaign message has been shortened to Wear It, from the previous slogan of the past few years which was Boat Smart, Boat Safe, Wear It! This allows us to create a new spin on the campaign while still branding our logo and slogan from past campaigns. In the past few years we have begun to focus more on modern life jackets such as inflatables and belt packs to let boaters out there know that there are lighter, less restrictive and more comfortable life jackets available and are tailored for specific on the water activities making it easier than ever to Wear It!

One of our objectives for the 2006 campaign was to make the website more accessible and easier to use. In addition, we also wanted to add any additional resources that would help to supplement and enhance existing national, state and local campaign efforts.

The campaign also eliminated the grassroots action kit that had previously been sent out each year and instead decided to place all of these items in an electronic format on the campaign website. Instead, a campaign mailer was sent to the same volunteers that received the kits in the past. This mailer was a step by step guide on how to use the website so that participants could still obtain all of the campaign information they received in the past.

All the components of the campaign are now on the website, including the ordering of free materials. The website has also been redesigned to make it easier to load and navigate so that you would be able to find what you were looking for faster.

This is the second year that the campaign has produced and sent out a press packet to individuals who have media contacts and run a media campaign for National Safe Boating Week. One of the new components of the press packet was the inclusion of talking points. Most individuals that deal with the media during NSBW also deal with press throughout the year making the talking points useful if a boating accident or fatality occurs in their area during the off season. They can be used during interviews or while composing press releases to keep in mind the messages that you want to focus on when talking about boating safety to the press.

The last new addition to the campaign is the banner. These vinyl banners are 4x2 and in full color and can be used in booths or exhibits during NSBW. They are being sold as a paid item on the campaign website.

The campaign continues to have a variety of other items such as sample NSBW proclamations that can be printed off the website, boating statistics, campaign graphics, activity sheets, a media guide, public service announcements and campaign certificates. The campaign provides you with all of the resources you need to educate boaters and run your own campaign effort.

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Working with the media is an important component of campaign so that we can reach audiences across the U.S. and develop material for you to use in your own campaigns. This year in addition to promoting NSBW, we will feature an added promotional component as former Navy Seal and Survivor reality show cast member Rudy Boesch joins the effort to promote an initiative entitled “Be a Survivor”. With the goal of focusing attention on the importance of life jacket wear, this initiative invites individuals to contribute their own personal stories on how life jackets have made a difference in their boating experiences. Entries are being submitted on our website beginning May 20th and winning submissions will be included in the second installment of the NSBC’s Saved by the Jacket book, to be published at a later date.

Promotional efforts featuring Mr. Boesch include television public service announcements and a multi-city radio tour. Information and press materials on Rudy and the “Be a Survivor” initiative are included in the press kit that is available for 2006. In addition, all the press materials and PSAs will be posted on our website in the Pressroom portion of the site.

The campaign also provides a lot of great resources to use if you are running a program focused on children. The Boating Safety Sidekicks are characters developed to teach kids about boating safety in a fun and informative way. The sidekicks can be ordered through the paid resources on the campaign website. There are also free posters and activity sheets that can be downloaded and used in your kids programs off of the website. In addition, this year we have also created a 30 second Sidekicks PSA which plays like an upbeat music video with an important boating safety message for kids. The quick cartoon pace of this video will be a hit with kids and a great tool for you to use in safe boating programs targeting children. All of these items all available on our website, www.safeboatingcampaign.com.

For more information on the campaign please visit our websites at www.safeboatingcouncil.org, www.safeboatingcampaign.com, and www.boatingsidekicks.com.

IMPROVING BOATING SAFETY ON OUR WATERWAYS: A MARKETING APPROACH

**Brian Rehwinkel and Lauren Schroeder
Florida Fish and Wildlife Conservation
Commission**

This session reviewed the selection of the target area, the statistical research used for campaign development, both pre- and post-campaign survey results, message development and delivery, measures of effectiveness, and plans for campaign expansion.

The presentation began by identifying the critical need for boating safety initiatives in Florida. Namely, Florida is consistently at, or near, the top in boating accidents (and fatal boating) accidents in the U.S. After identifying the need for the safety initiative, the presentation outlined the reasons why the “traditional” approach was not sufficient to address the needs in 2006. In the presentation, we explained why there was a need for a targeted marketing approach – directed at the boaters who are most likely to be involved in accidents. The presentation continued with our identification of the targeted audience and our decision to use a “pilot program” to test our methods and messages. We continued by highlighting our efforts in our “pilot” area (Lee County / Fort Myers area) and showed how we planned for the project and delivered our messages.

Next we discussed the methodology and messaging we used in the Lee County effort. We discussed the way in which we evaluated the campaign from top to bottom. We highlighted what worked, and what didn’t work. What we did accomplish, and what we would have liked to have accomplished. The discussion of the campaign focused on what we learned and how we can apply our experience to the next target areas for the safety awareness campaigns.

4:30pm - 5:30 pm

Corps of Engineers Meeting

FERC/Hydropower Meeting

Paddlesport Safety

Smart Start for Paddlers Presentation Training

5:30pm - 11:00pm

Dinner and Sightseeing On Your Own

Tuesday at the Summit

TUESDAY, MAY 2

Continental Breakfast

8:30am - 9:20am

General Session

BEST PRACTICES FOR BOATING, FISHING AND AQUATIC RESOURCES STEWARDSHIP EDUCATION

Jim Stewart

Recreational Boating and Fishing Foundation

In 2000, the Recreational Boating and Fishing Foundation convened a task force on education to develop guidelines for research-based boating / fishing education programs utilizing best professional practices. The goal was to determine which processes provide the best experiences for conveying knowledge, developing skills, and changing attitudes and behaviors. Environmental and outdoor education professionals were commissioned to provide summaries of research and recommendations for the development of **Best Practices for Fishing, Boating and Aquatic Stewardship Education**. This group also recommended basic practices for: program planning, development and implementation; professional development; program evaluation; and educational program research. The result is a 180-page document that serves as the foundation for myriad easy to implement products, methodologies and strategies designed specifically to work on the grassroots program level.

Working with a contractor and a dedicated review panel of 30 leaders in aquatic education, RBFF translated the Best Practices guidelines into clear and actionable tools for educators. The goal of these tools is to enable the aquatic education community to implement Best Practices in education programs.

The tools include:

Best Practices Workbook

This workbook is an interactive, reusable tool that aquatic educators can use to help them develop effective programs and /or evaluate existing programs. It translates the technical concepts identified in the Best Practices document into guidelines that practitioners can implement in their own situations. The workbook has sections to assist practitioners who are just building a new program, as well as sections designed to help ongoing programs identify and tackle problems using real-world examples (from aquatic education and other education disciplines) and interactive, problem-based learning models. The primary consideration in the development of this workbook is to make it easy for practitioners to fold the workbook guidelines and recommendations into their ongoing work.

Information Sheets

These fact sheets are short summaries of the information contained in the technical papers that support the Best Practices document and the content of the Best Practices Workbook. They provide top level information that helps to convey topics covered

in the workbook.

Trainer's Guide

This guide will help facilitators conduct workshops-it will be a "cookbook" for conducting a one or two-day workshop that would walk end users through the Program Development Workbook and motivate them to adopt the information and materials into their programs.

PowerPoint Presentation

The Power Point presentation is a comprehensive presentation that includes text and design elements developed to help various target audiences communicate about the importance of Best Practices. Topics covered in the presentation include: Why Best Practices are important, History and development of Best Practices, What Best Practices are (basic elements), What is needed to implement Best Practices.

The most important take away is that Best Practices is NOT content, it is a process designed specifically to make YOUR content better; to improve your program delivery and to accurately measure and evaluate your efforts.

9:30am - 10:20am

BEST PRACTICES FOR PADDLERS AND PADDLESPOUT PROGRAMS

**Pamela S. Dillon, Executive Director
American Canoe Association**



Participation in canoeing, kayaking and rafting grew rapidly in the late 1990s. Of the estimated 37-52 million people who paddle each year, most are at the novice or beginner skill level. The wide variety of boats, coupled with their accessibility and ease of use, create a perfect opportunity to introduce new boaters to the health benefits and safety considerations of this low impact outdoor recreation activity. This session explored best practices for skill development for paddlesport program planners, instructors, and paddlers as determined by the American Canoe Association's Safety Education and Instruction Council.

Introduction

People paddle canoes, kayaks and rafts for a wide variety of reasons. Whether you prefer the thrill of paddling whitewater or surf, the adventure and solitude of exploring wilderness

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waterways, or the simple relaxation and exercise of paddling a local lake or river, there are basic practices that are essential to having a fun and safe experience on the water.

1. Dress for Success

Always wear a life jacket (personal flotation device, or PFD) appropriate for the water activity, and dress appropriately for protection from sun, heat, rain, and cold.

Life jacket (PFD):

- Wearing a properly fitted life jacket is essential for a safe paddling trip.
- Life jackets should fit snugly and float you comfortably.
- Inflatable life jackets should not be used for whitewater or surf activities.

Clothing:

- Dress in layers using clothing made of synthetic fabrics such as polypropylene, nylon, neoprene and polyester fleece
- Carry extra clothing during cool or cold weather trips and store it in a waterproof container.
- Carry a waterproof jacket designed for splash and rain protection.
- Wear a wetsuit or dry suit when combined air and water temps total less than 120 degrees.
- Lightweight, synthetic, long-sleeved shirts and pants provide great sun and bug protection.

Headwear:

- Wear a hat with a bill or brim to help shield your head and face from the sun.
- In cold weather, wear a synthetic hat or skullcap to prevent heat loss.
- Wear a helmet when paddling in whitewater or surf to protect your head from rocks if you capsize.

Footwear:

- Wear secure fitting river shoes or old sneakers to protect your feet from sharp rocks. Be careful to avoid shoelaces catching in or on the boat.
- In cold weather / water, wear neoprene booties or socks.

2. Bring Essential Gear & Supplies

Besides having a properly outfitted boat and a paddle, you will need the following:

- **Water / Water Bottle:** Adequate hydration is imperative in any outdoor pursuit.
- **Sponge or Bilge Pump:** Both can be used to remove water from your boat, making your boat lighter and you more comfortable.
- **Dry Bag:** One or more dry bags provide watertight storage for extra clothing, food, cameras, camping gear, etc.
- **Food:** Eating provides the fuel you need to sustain energy and keep warm.
- **Sunscreen:** Use a waterproof sunscreen with a SPF of 30 or higher for the best protection. Sunburn is a serious risk on the open water.
- **Insect Repellent:** Mosquitoes and other biting insects like water even more than you do.
- **Whistle or horn:** A loud noise can alert others if you need help.

· **Throw Bag or Tow Rope:** A throw bag for whitewater or tow rope for open water - a nylon bag containing a coiled buoyant rope - is an essential piece of rescue gear.

· **First-Aid Kit:** Have a first-aid kit tailored to the trip and the health considerations of all participants.

· **Spare Paddle:** Carrying an extra paddle provides insurance should someone lose or break their paddle.

Gear doesn't help you if it breaks. To help maintain your paddling gear:

- Keep it clean,
- Store it in a dry environment, protected from UV light, sources of heat, and vermin,
- Replace it when worn or damaged.

Note: Other gear may be needed depending on your specific type of boat and activity, paddling destination, length of trip, or local rules and regulations. Additional gear commonly used by paddlers include: spray skirt, extra boat flotation, paddle floats, compass, map, nautical charts, carabiners, flares, two-way radio, portage yoke, knee pads, Personal Locator Beacon (PLB), and lights. State and Federal laws set specific requirements for some waterways. Make sure you know how to use the equipment you bring!

3. Prepare In Advance

Some advance preparation and knowledge will make a big difference in the quality of your trip and the safety of participants.

- Know waterway characteristics before launching, including distance to destination, water level, speed of current, tidal influences and the presence of hazards such as difficult rapids, downed trees, or low-head dams. Guidebooks, resource managers, other paddlers and the Internet are potential sources of good information.
- Be aware of any weather conditions that might impact your trip, including upstream rain and snowmelt, fog, wind, or offshore storms.
- When planning a trip, consider the paddling skills, fitness level, health, and swimming abilities of all participants. Assume a conservative pace.
- Be able to effectively control and propel your boat.
- Make sure you know how to right and re-enter your craft in the event of capsize.
- Plan for emergencies. Always know where you are and how to contact emergency services. Cell phones are not always reliable, especially in remote areas.
- Inform others (friends, family, resource manager) of your trip plan. Trip plans should include: name and address of trip leader, number in party, route information and anticipated time of return.
- On one-way trips, plan a takeout shuttle - typically a car placed at the final destination.
- Inspect equipment prior to EVERY trip.
- Load your craft properly. An unbalanced craft is hard to handle or difficult to keep upright. Keep weight low and centered for the best stability and craft handling.
- Know basic first aid, CPR (Cardiopulmonary Resuscitation), and be able to recognize the symptoms of hypothermia and heat illness.

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4. Be Safe On the Water

Being safe on the water always starts with wearing your life jacket (PFD). In addition, please consider the following advice.

Basic Safety Practices

- Recognize that federal regulations restrict paddling near military vessels and installations and that there may be restrictions near bridge pilings and other areas.
- Never go boating while under the influence of alcohol.
- Do not stand up in a canoe or kayak and avoid weight shifts that may cause capsizing. Whenever possible, keep 3 points of contact with the boat when moving.
- Avoid paddling alone.
- Know your skill level and avoid weather or water conditions that exceed your skill.
- Constantly scan for potential hazards and changing weather conditions.
- Avoid floating or paddling over a low-head (submerged) dam.
- Stay away from partially submerged trees, fences, bridge abutments or other in stream obstructions – these present a significant pinning hazard.
- Pay attention to signs and safety warnings.
- Set a reasonable pace so everyone can stay together.
- Avoid having loose rope in or dangling from your boat. They can rapidly become entrapment hazards.
- Never tie any one in or to the craft.
- Recognize when others in your group are tired or having difficulty and adjust pace. Look out for everyone in your group.
- Designate a “sweep” boat to bring up the rear and make sure you don’t lose stragglers.
- Communicate effectively on the water. Wind and water sounds can make hearing others difficult. Whistles and hand signals can help.
- Always be prepared for the unexpected flip.
- Sun and wind can be very dehydrating – make sure you drink plenty of water.

Swift Flowing or Whitewater Rivers

Along with basic safety practices, safely paddling on swift flowing or Whitewater Rivers requires additional practices specific to these paddling environments.

- Make sure your boat has adequate floatation to prevent swamping in rapids.
- Be able to read water, recognize key river features, ferry across moving current, and utilize eddies.
- Know the difficulty level of rapids to be encountered and the recommended routes through them.
- Recognize and avoid hazards such as tree branches and other strainers, rocks, low-head dams, powerful hydraulics (reversals), and underwater obstructions.
- Be practiced and proficient at self-rescue, craft re-entry, and using a throw-bag.
- Generally paddle on the inside of bends in the river.
- Lean into - not away from - rocks or other objects that pose a pinning hazard.
- Keep your craft under control at all times. Avoid drifting

into others.

- Scout any rapids that are not clearly and totally visible from the boat.
- Set up rescue below difficult rapids (i.e. pre-position someone with a throw bag below the rapid to assist a boater to shore in the event of a capsize and swim).
- Portage around any rapid you feel wary of or unprepared for. Never let pride or peer pressures affect your judgment.
- Pay attention to others. Let other boats clear any rapids or tight areas before you start your run.
- Raft occupants should recover anyone who falls out as quickly as possible.
- Whitewater paddlers playing in river features should yield to boats traveling downstream.

Open Water

Along with basic safety practices, safely paddling on large lakes, bays, or the open ocean requires additional practices specific to these paddling environments.

- Make sure your boat has adequate floatation to permit self and assisted rescue.
- Be appropriately knowledgeable and practiced before paddling in waves or surf.
- Possess the navigation skills needed to get to and from your destination. Fog can make route finding particularly difficult.
- Be practiced and proficient at self-rescue, re-entry, and assisted rescues.
- Pay attention to tidal currents, surf, waves, undertows, boat traffic, and in water obstructions.
- Make yourself visible to other boats, particularly in areas with motorboat and barge traffic, by wearing bright colors and keeping a sound signaling device available at all times.
- Paddle to shore before wind and wave conditions exceed your comfort level.
- Maintain a safe distance from rocky shorelines.
- Always maintain a distance of 100 yards or more from large ships and barges so as not to require them to alter their course. Avoid marked channels when possible.

5. Paddle Responsibly

Beyond safety, paddlers should act responsibly on and off the water. Poor behavior by some paddlers can adversely impact other paddlers through increased regulation and fees, limitations on access, conflicts with other user groups, and damage to the environment.

- Know and obey all rules and regulations.
- Never utilize private property without permission.
- Be courteous and polite when communicating with others.
- Avoid interfering with the recreational activities of others.
- Never engage in lewd or inappropriate behavior.
- Take care to avoid paddling near areas of heightened security.
- Never litter, and always pack out trash.
- Do not disturb wildlife.

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Best Practices enable professionals to plan and evaluate their efforts to ensure maximum effectiveness and gain support for their efforts from supervisors and external funding sources. For additional information, contact the ACA at 703-451-0141 or visit us online at www.americancanoe.org.

10:20am - 10:40am Beverage Break

10:40am - 11:30am

BOATU.S. FOUNDATION LIFE JACKET DESIGN COMPETITION

**Ruth Wood, President, BoatU.S. Foundation
David Carter, Program Manager, BoatU.S.
Foundation**

At the 2005 Miami Boat Show, Bernice McArdle, Executive Directory of PFDMA and I (Ruth Wood) hatched a plan to organize a Life Jacket Design Competition. We wanted to do it because we felt it would open the door to new out of the box thinking about life jacket designs, bring more attention to the life jacket wear issue and ultimately get more boaters to wear them. Our plan was to get the word out about the competition to not only as many traditional sources as possible but also design schools, universities and inventors clubs so we could get a fresh perspective on life jacket design.

Our goal was to encourage and solicit innovative ideas and new technology to design a life jacket that the majority of average boaters might wear. The competition ran from March 31st to December 15th 2005. In order to promote the contest, we felt we needed a graphical representation for our media efforts. We were looking for something that would make the project stand out to the public. We wanted a logo that was also forward thinking; not showing a negative or historical representation of what a life jacket was in the past. In the end we selected the Di Vinci's Vitruvian Man motif because not only was Di Vinci a famous artist but he was one of the world's most famous inventors. All of the information concerning the guidelines and the entry form on the context was on our website.

We launched the competition by sending out press releases for the media to pick up; it appeared several times in several of the major boating and trade publications, the BoatU.S. Magazine, online and through word of mouth with our boating safety partners.

The amount of press generated from the competition was phenomenal. This contest generated more press and awareness of the life jacket issue than any other initiative in the last 20 years. We really made an effort to send marketing materials about the contest not only to traditional boating publication but also to non traditional groups. We reached out to college and universities, design schools, engineering schools and also to parochial schools. We were able to spread the word about the competition because

these groups posted it in their newspapers, websites, and bulletin boards. As a result of this effort we had 5 million news clippings and 14 million impressions of the contest.

By marketing the competition to these various groups we received submissions from all walks of life: from students in design and engineering schools to inventors to tinkerers from around the world. Some were not boaters so they had no preconceived notions about what a life jacket should look like. It was an overwhelming response. We expected about 50 submissions. We found ourselves piled under boxes and boxes and envelopes full of submissions. We had 182 submissions of which 132 were drawings and 50 were actual prototypes. On a tight timeline we made copies of the handwritten submissions and sent them to the judges to review. We developed a scoring methodology for the judges to fairly assess the submissions.

We were searching for designs that would affect the largest number of boaters (91%). What we received was mostly this but there were also some submissions that were meant for certain boating segments such as sportsman (3%), boating in cold water (3%), offshore use (1%), water sports (1%), and military use (1%). We also received submissions that were designed for specific genders (8%); and others that were designed for specific ages and body sizes (8%). In the end the judges reviewed submissions from the United States (165), Canada (7), Netherlands (5), Great Britain (3), Australia (1) and China (1).

We were very fortunate to have some very devoted judges. Judging the designs was an incredible amount of work not only because we had so many submissions but because we had lots of good candidates. The judges were, Tim Smalley, Boating Safety Specialist for MN, Chuck Hawley, VP West Marine, John Adey, ABYC, Virgil Chambers, NSBC, Norm Lemley, U.S. Marine Safety Association and I.

The judging criteria included four categories, wearability, reliability, cost and innovation. The designs did not have to meet Coast Guard standards to allow for some very creative out of the box thinking.

The variety of the design submissions was incredible. We received everything from imaginative handwritten designs concepts written on one piece of paper to professional drawings with detailed specifications and construction layout. We also received about 50 fully functional prototypes. We brought many of the prototypes and drawings with us and they are on display at our booth.

Many of the younger designers focused on designs that were futuristic as well as stylish. One design was called the "Sable". It is made of closed cell foam rubber which is soft and malleable and adapts to the users frame. It requires no additional fastener as it "hugs" itself around the users torso. Another submission was a foam skirt that flips up around the wearer when submerged surrounding the wearer much like an inner tube.

A design group from the Netherlands suggested a theme of "Dress Up To Live" across all of their fashionized PFD design submissions. The designs included a bikini, shirt vest and a halter top that had inflatable bladders integrated in the fabric of the clothing.

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There were so many innovative designs we decided to award five honorable mentions. The first honorable mention was a T-shirt made of nylon and spandex fabric with lightweight kapok filler for flotation. The second was a "one time use" device made of clear plastic suspenders that filled with a two-part foam mixture for flotation. The third was a stylish vest made of Coolmax fabric that was filled with recycled styrene beads. The fourth was a small 12" X 13" hard case device that houses a brightly colored vinyl float that you wear on your wrist. When inflated you hold onto the device until help arrives. The final honorable mention was a series of stylish shirts that you attach an inflatable device to when you want to go boating.

The winning design was submitted by Adam Malcom, a graduate student from the University of Virginia. His design was a slender belt worn around the waist. When activated, long symmetrically-arranged air bladders stored inside the belt inflate, rising up to surround the wearer on all sides. No secondary action, such as sliding flotation over the head is necessary.

Bernice McArdle and I presented Malcom with the check for \$5000 at the Miami Boat Show Press breakfast on February 16th. He was very excited to be selected and said he would use the money to work on getting a patent for his design.

We need to continue to push the envelope and challenge ourselves, the industry and the Coast Guard to embrace new ideas in life jacket design. It will take time to see significant changes to life jacket design and increased wear rates from this competition but there is nothing keeping us from having another contest. We were inspired by all the people that submitted designs and look forward to organizing another competition in the future. New ideas and new materials will evolve and we need this forum to bring the ideas forward.

To see the winning design and the honorable mentions, please visit www.boatus.com/foundation/lifejacketdesign

O'LOUGHLIN TRADE SHOWS **THE PORTLAND BOAT SHOW'S** **GREAT LIFE JACKET GIVE AWAY**

A partnership was created between the Oregon State Marine Board and O'Loughlin Trade Shows. The O'Loughlins worked with Mustang Survival, Inc. on their order of 10,000 life jackets (a \$50 value) in a wide range of children and young adult sizes, and the Marine Board coordinated and facilitated three activities from their award-winning Junior Boater Program.

During the Portland Boat Show, trained personnel put properly-fitting life jackets on each child(ren) and explained how life jackets should fit and feel. The child(ren) rotated to the next station to learn how to enter and exit an inflatable boat, and learned what to do if a boat capsized. Finally, the child(ren) experienced throwing a Type IV float cushion to a drowning victim. They learned the importance of not going into the water to try to rescue someone.

The great life-jacket give away was a phenomenal success. Over 5,000 life jackets were given to children at the Portland Boat Show. The remaining jackets were distributed at a show in Washington State.

12:30pm - 4:00pm **Beach Activities**



Wednesday at the Summit

WEDNESDAY, MAY 3
Continental Breakfast
Summit Registration

CONCURRENT BREAKOUT TRACKS
8:00am - 8:50am

TRI-STATE BOATING SAFETY FAIR

Gloria Sandoval
California Department of Boating and Waterways

The Colorado River system is one of the most popular recreational boating systems in the United States. Although commercial travel is sparse, the scenic lakes, reservoirs and stretches of river that make up the Colorado River system attract recreational boaters in staggering numbers. This popularity unfortunately results in significant numbers of boating accidents and fatalities every year. In 2004, 332 accidents, 184 injuries and 18 fatalities occurred on the river in AZ, CA and NV. That is more accidents than any single waterway and more than the total accidents for most states.

While many factors contribute to the high rate of accidents and deaths on this waterway, a lack of knowledge about boating safety is the common denominator. That is why for the past three years, the Arizona Game and Fish Department, the California Department of Boating and Waterways and the Nevada Department of Wildlife have jointly hosted a cooperative education event dubbed the Tri-State Boating Safety Fair.

The mission of the safety fair is to promote safe and knowledgeable recreational boating on the Colorado River through the combined educational and enforcement resources of Arizona, California and Nevada. It introduces visitors to the different state laws that govern recreational use of the Colorado River. Visitors also learn about boating dangers such as excessive speed, alcohol abuse and carbon monoxide poisoning.

The activities, events and abbreviated descriptions of each year of the fair are provided below demonstrating how this partnership has been effective in promoting boating safety. The Tri-State Boating Safety Fair partnership is not only cost effective to the educational efforts of the states, but most importantly it saves lives.

The partnership began in 2004 when a number of agencies that work on the Colorado River joined resources to develop and distribute a specialized boating safety brochure for the area focusing on the different laws a boater will be subject to on different parts of the waterway. Boating safety bags were handed out on the day of the event at the entrance kiosk of the park as boaters prepared to launch their boats. In addition, the partnership promoted boating safety messages and National Safe Boating Week via banners, radio and T.V. interviews and print ads.

In 2005, the Tri-State partnership was expanded to attract greater participation from different stakeholder groups and to establish a recognizable identity for the effort:

- Tri-State logo and website: www.BoatColoradoRiver.com.
- Promotional material: Beverage holders and sunglasses clip holders were distributed with the new website imprinted on them.
- Life jacket trade-in: 2005 Sponsors Kawasaki, Brunswick and Boat Ed. provided more than 100 life jackets.
- Boating safety bags: Bags containing the Tri-State brochure and promotional material were distributed at 27 different launch ramps along the Colorado River.
- Improved Brochure: The Tri-State brochure, which outlines the most important laws and differences between the states, was redesigned to match the new campaign look and updated information.
- Promotion: The boating safety fair, with safe boating messages, was vigorously promoted through a myriad of media outlets including paid radio advertising and on-site live feeds, print advertising in area newspaper special editions, and through the Internet via links on a number of related websites. In addition, promotional flyers were created and distributed at various locations along the Colorado River.

In 2006, much of what was done the previous year was repeated with the addition of:

- Wider media coverage,
- Development of 17" X 22" promotional posters distributed to businesses, marinas, and state, local and federal agencies,
- Increased use of the internet for promotion, including placement of links on more websites
- Yamaha donated more than 100 life jackets for the life jacket trade-in; serviceable life jackets that were traded in for a different size were given to law enforcement agencies for distribution to boaters on the Colorado River.

While attendance numbers to the fair have not been over 500, the true measure of the event has been in the number of impressions it has made at the boat ramps. Thousands of water enthusiasts have been hit with boating safety messages in all three states while waiting in line to launch their boats. In addition, media coverage has ensured that boating safety messages are getting out to the surrounding areas before, during and after the event. Pre-recorded interviews are aired weeks prior to the big day, live interviews take place on the day of the event, and follow-up coverage is common. Some of the newspaper ads run all summer long promoting boating safety.

Because this is a Tri-State effort, the costs of producing the event are shared among the three major participants. This alleviates the burden of one agency incurring all costs and enables the partnership to stretch its resources by leveraging the strengths of each partner. For example:

Radio and print advertisement: Shared by all three states. However, California has an existing statewide advertising contract to which the boating safety fair advertising is easily added. Likewise, Arizona has a relationship with the major newspapers in Arizona and is able to secure discounted print advertising for the summer insert as well as significant editorial coverage.

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Campaign materials: \$6,000 for the Tri-State brochure and campaign materials. This amount will be less every year since no graphic costs will be incurred yearly.

Boating safety bags: Tri-States use the bags that states already use in their educational efforts. San Bernardino County Sheriff's Department has inmates assemble the bags.

Life jackets for trade-in: Boat Ed, Brunswick, Kawasaki and Yamaha have donated money or life jackets for this cause. As a thank you, their logo is placed on banners and on the www.BoatColoradoRiver.com website.

Staff: each state absorbs the costs of staff preparing, working and traveling for this event and boat shows.

With about half of the visitors to the Colorado River region coming from California, it is important to communicate the message of safety on the Colorado River to boaters in southern California all year. Toward that end, Arizona, California and Nevada have each committed to participate at a number of boat shows in Southern California throughout the year to both promote the fair and to ensure that boating safety continues to be articulated in California throughout the year.

The Tri-State Boating Safety Fair partnership is a great example of how public and private sectors can partner to save money, but most importantly it illustrates that dedicated attention to safety can save lives. Colorado River statistical data shows that accidents have decreased since the beginning of the Tri-State Boating Safety Fair campaign:

Accidents:

- 2003: 400
- 2004: 332
- 2005: 255

As we all work together to promote boating safety, the Colorado River becomes not only safer, but a more enjoyable place to recreate. "Safe Boating is BIG fun!" For more information on the campaign, please contact the program coordinator, Gloria Sandoval at 916.263.8186 or visit www.BoatColoradoRiver.com.

INTERNATIONAL OUTREACH IN THE CARIBBEAN

Everett Tucker, US Coast Guard Auxiliary
Richard A. Clinchy, US Coast Guard Auxiliary
Robin Freeman, US Coast Guard Auxiliary

With few exceptions, boating safety has been a concern of all Caribbean nations and with many of these nations, the number of deaths of subsistence fishermen each year have been of great concern.

Volunteer search and rescue organizations can be found throughout the Caribbean but the preventive aspects of search and rescue have been largely something that these island nations have desired but few had implemented until recent years.

Spearheaded by the Coast Guard Auxiliary's Past National Commodore, Everett Tucker, the Auxiliary forged a relationship with the US Southern Command, the DOD Command responsible for military relations in the Caribbean and Central and South America. Several years ago, invitees from a number of Caribbean

nations were presented at what is called a Subject Matter Expert Exchange where one of the issues addressed was boating safety education. Initially, the focus of the exchange was on the operational aspects of the volunteer search and rescue organizations, recruiting, finding resources, and so forth. To date the success has been quite remarkable and the results are that Grenada, Jamaica, Aruba, the Bahamas, Turks & Caicos, Antigua / Barbuda, St. Lucia / Martinique, The Netherlands Antilles, St. Vincent / Grenadines, Dominican Republic, and Panama are all at various stages of developing organizations that in many respects resemble the US Coast Guard Auxiliary.

At the second of these multi-nation conferences, significant interest was focused on the concept of preventive search and rescue...boating safety education. Since that conference, members of the Education Department of the US Coast Guard Auxiliary have been in the Bahamas, the Dominican Republic, Aruba, and this year will travel to the Netherlands Antilles and probably Jamaica. The intent in all of these outreach visits is to assist the local organizations in developing a local cadre of instructors to teach boating safety. In each nation, the outreach programs are quite similar. The Auxiliary personnel work with the local volunteer organization to first familiarize those members who are interested with adult education techniques and how they will apply to teaching boating safety. Then, using America's Boating Course as the underlying vehicle, a localized boating safety course is prepared and presented to the search and rescue organization members and any members of the boating public that are invited. Third, the organization is introduced to a variety of resources to teach children about boating safety since the Auxiliary believes that by teaching the children we can, over a few generations, begin to make a significant change in boating behavior. Finally, a localized program is developed that addresses maritime domain awareness and terrorism. This modification of the Coast Guard America's Waterway Watch outreach program puts the impact of terrorism in local terms...what would the impact be on that island nation were the Port of Miami closed? What was the impact of 9-11 on the economy of the country? What would a terrorist attack on the largest hotel on the island do to tourism in the future?

To put this effort into perspective however, it is important to understand just how much needs to be done and the scope of the problem. We are dealing with countries whose very existence relies on seafaring capabilities and whose citizens grow up boating. So, the resistance to being "educated" can be substantial. The objectives of these efforts, for the present are quite simple:

- Get boaters, particularly subsistence fishermen, to carry life jackets on their boats. You might ask why we don't promote wearing of life jackets? The answer is quite simple in that unlike the United States, there are no requirements to have life jackets on board a boat. So, our first step is to get life jackets on board...we'll work on wearing the life jackets in a generation or two.
- Subsistence fishermen often are disabled while underway and have no way of communicating their whereabouts or even that they are in distress. Consequently, a second message being communicated through our Caribbean

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outreach efforts is to have some sort of radio on board...even if it's only handheld VHF.

- Here in the United States we encourage boaters to file a float plan. In the Caribbean we are working on a very basic concept to have fishermen let someone know when they expect to be back, how many are on board their boat, and what fishing ground they are going to. These simple pieces of information will enable search and rescue personnel to have some idea where to begin looking when a fisherman is overdue.

If we can get the boaters in the Caribbean to employ just these three simple steps, the number of boating fatalities will diminish over time.

RECOVERING THE COST OF SHORLINE MANAGEMENT ACTIVITIES

**Larry Gilbert
Santee Cooper**

Santee Cooper provided comments and information regarding new issues as it relates to property and shoreline uses:

- 1) New Commercial Recreational Leasing policy regulating the use of the Santee Cooper's lands while providing added opportunities for public demand in the present and for the future
- 2) Off water development, multiple boat slips / piers and common use areas
- 3) Overcrowding, multiple ownership of slips
- 4) Maintenance and liability concerns
- 5) Proposed condominiums on project lands
- 6) Unauthorized floating house tied to trees in the reservoir causing water pollution, navigational problems together with adverse affects to public use

EFFECTIVE INTERAGENCY COORDINATION OF ENFORCEMENT ACTIVITIES

**Denis Grealish, Florida Fish and Wildlife
Conservation Commission**

The presentation discussed the formation and effectiveness of a local marine law enforcement task force in order to maximize the limited resources of federal, state and local marine law enforcement agencies at the county level. The discussion included the development of a mission statement with goals / objectives, suggested law enforcement activities and community outreach events. The goal of the presentation was to encourage participants to develop a local marine law enforcement task force and benefit from the power of partnering.

AUDIENCE POLLING

Virgil Chambers, National Safe Boating Council

The presentation used the interactive polling system to gather data from the conference participants. Each audience was presented with the same standardized set of questions regarding boating safety topics. The results of the polling are presented below.

1.) Your affiliation is?

	Responses	
	(percent)	(count)
1. Federal Government	1. 50%	50
2. State Government or local govt.	2. 25%	25
3. Volunteer Organization	3. 14%	14
4. Commercial Organization	4. 2%	2
5. Foundation or Association (501 c.3)	5. 7%	7
6. Parks & Rec.	6. 1%	1
7. None of the above	7. 1%	1
Totals	100%	100

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

	Responses	
	(percent)	(count)
1. 0 – 3 years	1. 7.84%	8
2. 4 – 8 years	2. 19.61%	20
3. 9 – 15 years	3. 18.63%	19
4. 16 – 25 years	4. 30.39%	31
5. Longer	5. 23.53%	24
Totals	100%	102

3.) Where are you from?

	Responses	
	(percent)	(count)
1. East Coast	1. 23.53%	36
2. West Coast	2. 10.78%	50
3. Great Lakes	3. 4.90%	23
4. Western Rivers	4. 3.92%	5
5. Inland Region	5. 0.98%	5
6. Outside U. S.	6. 1.96%	7
7. Midwest	7. 9.80%	23
8. South	8. 40.20%	74
9. Mountains	9. 3.92%	8
Totals	100%	102

4.) Are you a recreational boater?

	Responses	
	(percent)	(count)
1. Yes	1. 74.29%	78
2. No	2. 25.71%	27
Totals	100%	105

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5.) Do you own a boat?

	Responses	
	(percent)	(count)
1. Yes	1. 47.32%	53
2. No	2. 28.57%	32
3. I have in the past	3. 15.18%	17
4. I plan on having one	4. 8.93%	10
Totals	100%	112

6.) How is your boat powered?

	Responses	
	(percent)	(count)
1. Outboard	1. 35.14%	26
2. Inboard	2. 17.57%	13
3. I/O	3. 14.86%	11
4. Manually	4. 18.92%	14
5. Sail	5. 13.51%	10
Totals	100%	74

7.) What is the length of the vessel?

	Responses	
	(percent)	(count)
1. Less than 16ft	1. 30.88%	21
2. 16ft to 26ft	2. 48.53%	33
3. 26ft to 40ft	3. 17.65%	12
4. 40ft or higher	4. 2.94%	2
Totals	100%	68

8.) 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. 22.12%	23
2. To have a single message	2. 37.50%	39
3. To be startling or shocking	3. 25.96%	27
4. To appeal to the enjoyment of boating	4. 9.62%	10
5. To have a celebrity	5. 4.81%	5
Totals	100%	104

9.) A persuasive campaign can influence PFD wear?

	Responses	
	(percent)	(count)
1. Strongly agree	1. 20.59%	21
2. Agree	2. 67.65%	69
3. Disagree	3. 8.82%	9
4. Strongly disagree	4. 0%	0
5. No Opinion	5. 2.94%	3
Totals	100%	102

10.) What would improve boating and water safety outreach the most?

	Responses	
	(percent)	(count)
1. Sticking to one or two messages	1. 12.24%	12
2. Doing more locally	2. 22.45%	22
3. Doing more nationally	3. 9.18%	9
4. Focusing on high-risk groups	4. 28.57%	28
5. Enlisting more role models	5. 7.14%	7
6. Using consistent branding	6. 3.06%	3
7. Using consistent words/slogans	7. 13.27%	13
8. Other	8. 4.08%	4
Totals	100%	98

11.) Why have boating and water safety messages not been more successful?

	Responses	
	(percent)	(count)
1. They reach their audiences and are compelling, but boaters resist change	1. 41.58%	42
2. They reach their audiences, but are usually not compelling	2. 33.66%	34
3. They rarely reach their audiences at all	3. 24.75%	25
4. They make no difference	4. 0%	0
Totals	100%	101

12.) Do you support mandatory boater education?

	Responses	
	(percent)	(count)
1. Yes	1. 69%	69
2. No	2. 1%	1
3. Yes with conditions	3. 29%	29
4. No with conditions	4. 1%	1
5. Not sure	5. 0%	0
Totals	100%	100

13.) The U.S. Coast Guard is introducing legislation that would lead to a requirement concerning mandatory education. Do you support this initiative?

	Responses	
	(percent)	(count)
1. Yes	1. 74.26%	75
2. No	2. 16.83%	17
3. Unsure	3. 8.91%	9
Totals	100%	101

14.) What is the most effective way to pass to the public boating and water safety information?

	Responses	
	(percent)	(count)
1. Boating classes	1. 27.18%	28
2. Through the media	2. 50.49%	52
3. PSAs	3. 17.48%	18
4. Stickers or decals	4. 3.88%	4
5. Brochures	5. 0.97%	1
Totals	100%	103

Wednesday at the Summit

15.) What one measure do you feel should be the goal of boating safety for the next five years?

	Responses	
	(percent)	(count)
1. Reduce boating accidents by 10%	1. 14.85%	15
2. Reduce fatalities by ten percent	2. 16.83%	17
3. Increase PFD wear by 5 percent;	3. 31.68%	32
4. Increase boater education by 5%	4. 32.67%	33
5. Other	5. 3.96%	4
Totals	100%	101

16.) The issue of wearing a PFD should be mandated by the government for all boats under 21ft?

	Responses	
	(percent)	(count)
1. Strongly agree	1. 26%	26
2. Agree	2. 42%	42
3. Disagree	3. 23%	23
4. Strongly disagree	4. 9%	9
Totals	100%	100

17.) Do you favor mandatory PFD wear?

	Responses	
	(percent)	(count)
1. Yes	1. 33.33%	34
2. No	2. 8.82%	9
3. Yes with conditions	3. 50.98%	52
4. No with conditions	4. 4.90%	5
5. Not sure	5. 1.96%	2
Totals	100%	100

18.) What is your location preference for the Summit?

	Responses	
	(percent)	(count)
1. East Coast	1. 18.69%	20
2. Gulf Coast	2. 42.06%	45
3. Mid West	3. 9.35%	10
4. West Coast	4. 29.91%	32
Totals	100%	107

19.) Do you think the Summit should be held in the same location every year?

	Responses	
	(percent)	(count)
1. Yes	1. 2.91%	3
2. No	2. 95.15%	98
3. No Opinion	3. 1.94%	2
Totals	100%	107

20.) What time of year would you prefer the Summit be held?

	Responses	
	(percent)	(count)
1. Mid March	1. 27.72%	28
2. Late March	2. 15.84%	16
3. Early April	3. 13.86%	14
4. Mid April	4. 16.83%	17
5. Late April	5. 25.74%	26
Totals	100%	101

21.) How did you find out about the Summit?

	Responses	
	(percent)	(count)
1. Website	1. 8.91%	9
2. Registration Flyer	2. 23.76%	24
3. Media Articles	3. 0%	0
4. News Releases	4. 0.99%	1
5. Word of Mouth	5. 26.73	27
6. Other	6. 39.60%	40
Totals	100%	101

22.) How would you rate the registration process?

	Responses	
	(percent)	(count)
1. Excellent	1. 54.46%	55
2. Good	2. 40.59%	41
3. Fair	3. 4.95%	5
4. Poor	4. 0%	0
Totals	100%	101

23.) What should the Summit format include?

	Responses	
	(percent)	(count)
1. More General Sessions	1. 2%	2
2. More Breakout Sessions	2. 38%	38
3. More on the water activities	3. 7%	7
4. More hands on opportunities	4. 17%	17
5. Perfect the way it is	5. 36%	36
Totals	100%	100

24.) What should the Exhibitor format include?

	Responses	
	(percent)	(count)
1. More interaction with the exhibitors	1. 9.80%	10
2. Time set aside for demonstrations about their products	2. 36.27%	37
3. The same as it is now	3. 53.92%	55
Totals	100%	102

Wednesday at the Summit

25.) How often should be the Summit be held?

	Responses	
	(percent)	(count)
1. Annually	1. 76.70%	79
2. Every two years	2. 18.45%	19
3. Twice a year with focus on specific topics	3. 2.91%	3
4. The Summit has run its course and we should change the type of conference	4. 1.94%	2
Totals	100%	103

26.) What topic would you like to learn more about at the Summit?

	Responses	
	(percent)	(count)
1. Carbon monoxide poisoning	1. 3.09%	3
2. Drowning from lack of PFD wear	2. 12.37%	12
3. Lack of boater education;	3. 17.53%	17
4. Hypothermia / Cold Water	4. 6.19%	6
5. Boating Under the Influence	5. 3.09%	3
6. Reckless boat operation	6. 16.49%	16
7. Life Jackets and the Law	7. 5.15%	5
8. Drowning Accidents and Fatalities	8. 36.08%	35
Totals	100%	97

27.) Do you think the Summit is a valuable conference for boating and water safety professionals and volunteers?

	Responses	
	(percent)	(count)
1. Yes	1. 96.12%	99
2. No	2. 1.94%	2
3. No Opinion	3. 1.94%	2
Totals	100%	103

9:00am - 9:50am

LAKE METROPARKS BOATING AND SAFETY EDUCATION PROGRAM

**Brian Fowler, Marie Kozan and Brian Davidson
Lake Metroparks**

Lake Metroparks has been a recipient of Ohio Division of Watercraft Boating Safety Education Grants for the past three years and through that support has grown the program into one of the most comprehensive boating education programs in the state of Ohio. Being located on the shores of Lake Erie our goal was to



provide a comprehensive boating and education safety program for the people of Lake County and the surrounding areas. For years Lake Metroparks has owned land along Lake Erie but did very few boaters education courses. Our number one objective is to educate all ages and all abilities in as many different types of watercraft as possible. We started our aquatics programs in 1997 with a few simple children's kayak programs. Since then, with the help of the Boating Education Grants, the program has grown to include 176 different boating programs, 2860 people participants and 9123 contact hours of boating in 2005.

The comprehensive program now includes kayaking, sailing, power boating, canoeing, and personal watercraft instruction. In addition to teaching young children, we now instruct teens, adults, seniors, and the adapted community. The program now includes fifty-six watercraft. In addition, students are regularly invited aboard a 47' Coast Guard Vessel for training purposes.

Our instructors are made up of Lake Metroparks staff members, Ohio Division of Watercraft Officers, United States Coast Guard Fairport Harbor Station and many local volunteers from our boating community. Within the Lake Metroparks staff there are certified Ohio Boating Education Instructors, ACA Certified Canoe and Kayak Instructors, Red Cross Canoe and Kayak Instructors, Red Cross CPR and First Aid Instructors, USSA Sailing Instructors, Red Cross Sailing instructors, and certified lifeguards.

The Lake Metroparks volunteers also bring to the program many different certifications and a wide variety of boating experience. Volunteers come from the Coast Guard Auxiliary, local Power Squadrons, the Red Cross, and Outward Bound Programs. In 2005 alone, 52 people volunteered for the programs and gave over 1300 hours of their time. In addition to the certifications, the staff and volunteers go through extensive and on going training in all of the watercraft that they use. This includes indoor pool training in the spring as well as on the water training.

Our program targets all age groups with an emphasis on younger boaters and those people who have never participated in boating. Our Spirit of America Youth Boating program targets all seventh grade students in Lake County. Our scout programs target scouts of all ages. We also offer boating camps that are designed for students 12 to 16 years old. We have created a "Take Me Boating" course designed for children 6 to 11 years old. Most of our adult boating programs allow for participant ages 12 and over to participate. This is done to allow parents and children to participate in programs together. We have also targeted the adapted population in our county with a four week adapted boating program.

Throughout the year Ohio Boating Education programs are offered each month in our indoor facilities. During the spring indoor pools are rented to allow for pool training in which canoes are swamped, kayaks are rolled and sailboats capsized. This time is also used to help train the volunteers and staff on the program curriculums. During the summer months most programs are held off of Fairport Harbor Lakefront Park located on the shores of Lake Erie. River canoeing and kayaking programs are held on the Grand River.

Wednesday at the Summit

During National Safe Boating Week 2005, Lake Metroparks participated in the North Coast Harbor Boating, Fishing and Seafood Fest. This week also marks the start of our outdoor boating classes and the training sessions for our volunteers. Throughout the summer the staff continuously finds creative ways to teach boating education using games, costumed characters and a variety of teaching techniques.

In addition to those programs offered to the general public, we offer a recreation outreach program in which groups can pick from a menu of different boating programs. Scout groups wishing to earn badges in a particular type of watercraft can request a small craft program at a particular time that fits their schedule. Sailing, canoe and kayaking programs are offered on a requested basis as well as a basic water play badge. Programs vary from simple one-hour introductory classes to extensive 40-hour courses.

All of the programs are promoted in the Lake Metroparks program guide "Parks Plus" which is mailed to 96,000 households throughout the county. In addition, a boating education flyer is produced each year highlighting only the boating program. Our outreach programs are promoted through a Recreation Outreach booklet.

The boating programs are also promoted at the Lake Metroparks Summer Sports Expo, the Cleveland Sportsman Show, Fishing Expo, canoe races, and various other expos and festivals. The exposure from these events exceeded over 100,000 people.

Our Spirit of America Youth Boating Program is promoted by visiting every 7th grade classroom in the county. A presentation is given to all the students inviting them to participate in the free program.

In 2005 Lake Metroparks, with the help of a Boating Access Grant from the ODNR Division of Watercraft, created a fourteen acre park dedicated to allowing boaters access to the Grand River. The newly developed park now provides a great staging point for educational canoeing and kayaking classes. From the park, boaters can easily access the river and paddle three miles down stream to Lake Erie and Lake Metroparks Fairport Harbor Lakefront Park.

Watercraft Fleet of 56 boats

6 Sea Kayaks	Grant Funded
10 Children's river kayaks	Lake Metroparks purchase
3 Personal Watercraft	2 donated, 1 grant funded
though Spirit of America	
3 Jon Boats	Donated from Spirit of America
2 Inflatable safety boats	1 grant funded, 1 donated
8 Sailboats	2 grant funded, 6 donated
7 Canoes	7 donated
17 Sit-on-top kayaks	8 grant funded, 4 purchased,
5 donated	

Partners in the Program

ODNR Division of Watercraft
 Spirit of America Foundation
 United States Coast Guard Fairport
 United States Coast Guard Ashtabula
 Lake County YMCA

Grand River Marina
 Blystones Marine
 West Marine/Port Supply
 Boaters World
 Geneva State Park Lodge
 Perry Schools
 Little Mountain Limited

For more information about the Lake Metroparks boating programs please contact Brian Fowler at 440-256-2111 or bfowler@lakemetroparks.com

HOW YOU SEE IT DEPENDS ON WHERE YOU'RE STANDING

**Ed Huntsman, Arizona Game & Fish Department
 Fred Messmann, Nevada Division of Wildlife
 Joe McCullough, Alaska Division of Parks and Recreation**

When it comes to boating safety education, vessel registration and enforcement, many demonstrate an attitude that native and indigenous people should simply conform with the law, period. Displaying little, if any regard or consideration of the (sometimes) many factors that may affect a tribe or its members' hesitation to embrace program(s) and / or legal requirements, we exhibit through our actions and attitudes that tribal traditions, customs, rituals or other beliefs have no place or value when it comes to our efforts to enlighten the unknowing or unwilling, and apply the will of a legislature without compromise, explanation or a demonstration of empathy to enhance and encourage understanding.

Fred Messman, Nevada Department of Wildlife; Joe McCullough, Alaska Department of Parks and Outdoor Recreation; and Ed Huntsman, Arizona Game and Fish Department engaged the audience in a discussion of how municipal, county, state and federal officials—and not always just those charged with enforcement, sometimes find themselves frustrated by a situation because they don't understand the subtle cultural, historical and / or emotional dynamics of the issue. Because public officials are busy, we often, rather than take the time to fully understand the issue(s) driving resistance of our issue or violation involving a native constituent, openly display an attitude of indifference and arrogance (sometimes approaching hostility) withdrawing to a position of enforcement to the letter of the law. While this may resolve the issue for the moment from an agency perspective, it does little to further our purpose of safe and responsible boating and meeting the needs of our constituents.

The panel presented specific examples of such situations and openly and candidly discussed the nature of these situational dynamics so that those working to protect and enhance the lives of the public can better understand why our collective efforts are sometimes met with resistance. Further, that through this understanding we will help change negative attitudes regarding enforcement challenges with native people, increasing our level of sensitivity to their needs and culture. The specific examples discussed included:

Wednesday at the Summit

- Persuading tribal members that traditional practices and boating safety can co-exist.
- Challenges in overcoming cultural and language barriers during instruction and testing.
- Training law enforcement officers to improve communication skills and turn enforcement actions into educational opportunities. (Offenders should be held accountable, but when possible educated at the same time.)
- Gaining access to tribal governing officials with rule making authority.
- Promoting inter-jurisdictional understanding and cooperation.
- Inter-jurisdictional court referral agreements and exchange of statistical / accident information.

With candid, open and honest interaction from the audience, those attending heard and discussed personal experiences, sharing antidotal examples. The panel and attendees talked about solutions that demonstrate increased levels of concern and appreciation for differing perspectives that will help lead to a change of attitudes through better understanding, an increased awareness that will foster more effective communication with local tribal and native boating communities, increased sensitivity regarding constituent issues and concerns of native / tribal people with a goal to help public officials understand relevance and importance.

MANAGING THE PROJECT SHORELINE FOR PUBLIC SAFETY

Bruce DiGennaro, The Essex Partnership
David Evans, Santee Cooper
Mike Iltis, Brazos River Authority

This presentation showed how good shoreline management programs and regulating guidelines can contribute to safer use of hydro project reservoirs. For example, enforcing well thought through guidelines can result in boat dock and launch facilities that are designed and maintained for safe public use. A look at how local lakefront property owners and developers view such guidelines and programs when a fee is involved was also covered. Experiences, lessons learned, and pitfalls to avoid as reservoirs face development pressures were shared. It was an interactive session and participant feedback and discussion was encouraged.

IMPLEMENTATION OF A BUI ENFORCEMENT TASK FORCE

Humberto Navarro, Florida Fish and Wildlife Conservation Commission
Anthony Caccuirri, Florida Fish and Wildlife Conservation Commission

In this session Mr. Navarro and Mr. Caccuirri offered insight into their local BUI enforcement effort. The officers discussed how they identified an enforcement need, formulated an effective plan of action to address violations and implemented the plan with remarkable results.

10:00am - 10:50am

LOSE THAT SINKING FEELING WITH ZIPPIT

Sgt. Robin Camlin & Sgt. Karen Swink
South Carolina Department of Natural Resources



Introducing the concept of safe boating habits is most difficult. Old habits of boaters not wearing life jackets should not be the example we use for our future generations. The South Carolina Department of Natural Resources is striving to promote boating safety and hopes it will become second nature to our waterway users. The #1 cause of fatalities while boating is drowning. Boating collisions, falling overboard, capsizing or swamping all lead to the possibility that those onboard end up in the water without wearing a PFD. Capsizing and falls overboard still ranks as the #1 type of fatal accident.

Sgt. Robin Camlin of the South Carolina Department of Natural Resources introduced the South Carolina Boating Safety Mascot Zippit (life size life jacket) at the International Boating and Water Safety Summit. She explained the creation, design and development of the Zippit idea. Attendees were given the opportunity to meet the trademarked mascot that promotes boating safety to all citizens of South Carolina, young and old alike as well as visitors to South Carolina who enjoy our waterways. Zippit is used on promotional items and at special events, parades, safety fairs, fishing fairs, conferences, sporting events and boat shows statewide. The visual presentation outlined the creation of Zippit and how the mascot is used to promote boating safety in South Carolina. The slide presentation took the attendees through the strategies used to stimulate the public's interest in safe boating. All aspects of the media were used to put our ideas in motion. Sgt. Camlin illustrated how roadside billboards were used in strategic locations to receive maximum exposure to the public on our roadways. Also, included in the presentation were the radio and television PSA's used in South Carolina.

The SCDNR'S four regions were actively involved with the public by conducting courtesy boat inspections during major holidays. During these holidays, the Boating Safety Action Force (B-SAF) team, which was created in 1996, travels around the state at the request of Region Captains to enforce boating laws. The B-SAF team gave out promotional T-shirts with Zippit on the front and "I Got Caught Wearing My Life jacket" on the back. These

Wednesday at the Summit

Zippit T-shirts have been very popular with the public. We are often approached on the South Carolina waterways by boaters for a chance to receive one of these T-shirts.

Zippit is promoted in the nationally recognized *South Carolina Wildlife Magazine*. The magazine has 55,000 paid subscribers, 80% being in South Carolina and 20% out of state. The May / June issue included a boating safety supplement that could be removed and used to assist the public with valuable information needed to make their boating activity safe while enjoying South Carolina waterways.

Promotional items are constantly being provided to the public and are easily recognized as South Carolina items because of the Zippit mascot found on each one of them. The items selected for the promotion can be utilized by the public, boating and non-boating alike. Sgt. Camlin discussed the selection of specific items enabling the boating safety message to be conveyed to those that need it first hand. As these items are used or passed on, they will be a reminder of how to get in touch with the SCDNR for boating safety information and boater education classes long after contact has been made at the various events or with officers of the SCDNR.

CORPS' SAVANNAH DISTRICT **WATER SAFETY BLITZ** **CHALLENGE: ZERO DROWNINGS** **SUMMER 2005**

Tanya Grant and Aaron Wahus
U. S. Army Corps of Engineers, Savannah District

Park rangers from the U.S. Army Corps of Engineers Savannah District lakes - Hartwell, Richard B. Russell, and J. Strom Thurmond - shared innovative water safety ideas - big and small - implemented during summer 2005.

The Savannah District's Summer 2005 Challenge was to have zero drownings. While the lakes have always had an active water safety program, after two easily preventable drownings early in 2005, the Savannah District Commander tasked the district water safety team with creating bright, new innovative ideas to make the water safety message loud and clear; he wanted people to THINK about water safety and to wear life jackets at each visit to the lake. This was no easy task as the lakes are located in two states, and collectively cover 13 counties, have a visitation of 17 million, have over 12,000 thousand private docks, over 150 public access points, and contain 151,000 acres of water. The lakes had also been averaging 10 drownings per year over the last 6 years.

The first step in creating new ideas was analyzing past efforts and seeing if efforts needed to be increased to specific user groups. It was determined that the typical drowning victim was male, 16 - 44 years of age. It was also noted that many of the drowning victims did not access the lakes from Corps managed recreation areas, making contact with them more difficult. Based on this information, the district water safety team knew they wanted to increase water safety education to those in the high risk category while at the same time, not decreasing efforts to any other group. The team also needed new ideas to reach out to those that may never come in contact with a ranger in a park - many visitors

access the lake from private boat docks or lease areas and lake users such as fishermen tend to spend little time in Corps parks, just enough time to launch their boat.

Although it can always be difficult for anyone to gauge the effectiveness of specific water safety initiatives, the Savannah District is proud that only one person drowned since this campaign started, resulting in a 70 percent reduction of drownings for 2005. The program also created a renewed enthusiasm amongst all park rangers at the lakes and the Corps has received many favorable comments about the different initiatives from the public.

In the presentation, the speakers covered: what we did, how we did it, costs, lessons learned, and pro's and con's. Please contact the speakers with any questions or if you would like more detail on the different initiatives. Specific initiatives were categorized as direct and indirect.

Direct:

Water Safety Promotional Items: New promotional items were purchased and distributed during one-on-one and group contacts while on patrol. New items added and more purchased and distributed this year than ever before. Items chosen based on if it was something they could use at the lake on return trips or use everyday. Fishing lures (poppers), sport bottles, two types of license holders, koozies, sunglass holders, footballs, hackysacks, and awareness bracelets all proved very popular. Messages on them varied. These were a great asset in the harder to approach groups such as Hispanics or young adults. South Atlantic Division (SAD) Blanket Purchase Request (BPA) was created. SAD lakes may now order items together to save big on large quantities. Flotation Citations - Area Chick-fil-A Restaurants Support water safety "Protect Yourself from Drowning and Protect the Cows".

Water Safety Patrol Blitz - More than just your usual patrol: Promotional items were a major part of this. Speaking tips / phrases (provided to rangers). PR Tool - turned out to be a great PR tool - comments received on how much more friendly the rangers are this year.

Indirect:

- Magnetic signs for park ranger and O & M contractor vehicles
- Vinyl window decals on park ranger vehicle windows
- Vinyl signs on campground and park attendant booths
- Water safety slogans on sidewalks to courtesy docks
- Water safety slogans on bridge abutments
- Billboards - nonprofit (free space!) is available with Fairway Outdoors billboards (pro's and con's of each nonprofit space vs. paid space)
- Water safety posters for bulletin boards
- Footballs and sport bottles thrown into spectators at games and water safety announcements (verbal and visual)
- Football program article
- Future initiatives - football schedule cards and larger posters
- Movie Theater Initiatives (slides before movie starts, space rental in lobby)

Wednesday at the Summit

- Drowning Awareness Buoys
- Working with Radio
- Radio Spots (200,000,000 potential contacts just in one lake area, paying the price for prime radio time, getting the most bang for the buck, radio spot sample hand-outs (or play)
- Radio Remotes in the Parks
- Lake Times Newsletter
- Stipulations in special event permits

Both Indirect and Direct:

Clemson University and University of Georgia Head Football Coaches Support Water Safety: Partnership created to reach out to young adult male target audience through football. Billboards created, small posters for bulletin boards, water safety announcements at football games, cheerleaders throw water safety footballs and sport bottles to spectators at selected games.

Bassmasters Tournament at Thurmond: 14,000 people in attendance – take advantage of large special events. We created and purchased new displays for the event that can be used for future events. We also created new aids to the navigation interactive display. Largest fish of the day displayed in same tank. Penny smasher purchased. Water safety promotional items purchased specific to event - Orange silicone awareness bracelets, fishing lure, sunglass holders. Park ranger presence on water throughout tournament

ALABAMA'S BOAT BAN LAW

Keith Bryant
Southern Company Generation

The State of Alabama boasts an abundance of surface water resources – more than 1,600 miles of rivers and one million acres of lakes – to support a variety of recreational activities. Alabama Power Company (Company) owns and operates 14 hydroelectric generating plants on three river systems, generally in the central portion of the state. The Company operates these hydro projects under licenses from the Federal Energy Regulatory Commission.

The Company manages over 3,000 miles of shoreline on the lakes impounded by 12 of these dams. These 12 lakes provide 156,000 acres of surface water. There are no locks at any of Alabama Power Company's dams. Except on two reservoirs connected by a man-made canal – Jordan and Bouldin – vessels cannot travel by water from one lake to another. The Company's two other hydro plants are located at locks and dams owned and operated by the U. S. Army Corps of Engineers (Corps).

Either the Corps or the Tennessee Valley Authority (TVA) own and operate the dams on the remaining sections of major rivers in Alabama. Vessels on these waterways can travel from lake to lake through locks at the dams.

Bills introduced in the Alabama legislature in March 2006 would have banned from the Company's ten largest lakes houseboats and all boats longer than 30 feet, six inches. The bills did not affect any other waterways. Stated reasons for the ban included public safety, water quality issues with houseboats and interest by lake property developers.

On April 14, 2006, Alabama Governor Bob Riley signed into law a bill that banned certain boats from three Company lakes only – Weiss, Harris and Martin. These lakes are closest to the Georgia state line, where developers reportedly had more interest. Key provisions of the law include:

(1) Beginning October 1, 2006, there is an absolute ban on recreational vessels that are BOTH (a) greater than 26 ft-11 inches and (b) are "rated by the manufacturer for or capable of a top speed in excess of" 60 mph.

(2) Beginning July 1, 2007, there is a general ban on houseboats and recreational vessels over 30 ft-6 inches in length.

(3) Exceptions include (a) houseboats "licensed and in use" on July 1, 2006, if they meet all applicable standards for sewage discharges, are moored at a marina or other facility with a certified pump-out station or other approved means of sewage disposal and are inspected annually (and permitted annually, after inspection, for a particular lake only); and (b) boats over 30 ft-6 inches and NOT rated or capable of 60 mph if they meet both of those requirements and were "licensed and in use" on July 1, 2006 or were on site and available for sale at any marina located on any one of the above lakes on July 1, 2006.

(4) General exceptions from this act for law enforcement, public safety, search and rescue, scientific research, dam operation/ maintenance, medical vessels and for sailboats equipped with a mast and sails that are dependent on wind for propulsion in normal operation.



Jeff Hoedt and Virgil Chambers present the Florida Fish and Wildlife Commission with the Pillars of Support Award



Wednesday at the Summit

WATERCRAFT INSPECTION TRAINING FOR AQUATIC NUISANCE SPECIES

ZEBRA MUSSELS

Fred Messmann

Nevada Department of Wildlife
(with contributions by other individuals)

This course is designed to provide boating law enforcement professionals with the background information, know how and legal understanding necessary to identify watercraft that might be harboring zebra mussels, determine if that's the case, and take the appropriate action to prevent their introduction if it is.

If zebra mussels are introduced into western waterways, it is almost certain that introduction will come from hitchhiking adults or larvae inadvertently carried by a recreational or commercial watercraft transported from locations east of the 100th Meridian. A number of national, local and regional prevention strategies aimed at recreational boaters are already in place throughout the United States to keep this from happening, but to date, these programs have not included the involvement of boating law enforcement professionals.

There are an estimated 400 agencies in Idaho, Washington, Oregon, California and Nevada alone that have a role to play in boating law enforcement. These highly trained and dedicated professionals routinely contact tens of thousands of recreational boaters annually in their efforts to safeguard the public from all forms of boating related problems. The WIT course targets this group in the hope that the knowledge gained through this training may lead to an increased awareness within this community that will ultimately prevent the introduction of zebra mussels into the western United States.

This document is a summary of information presented in today's WIT program as a reminder and quick future reference of what to do in the event you are faced with a situation involving zebra mussels or other ANS on transported watercraft. If that should happen, we hope you will remember what you learned today and take the appropriate action to protect the valuable waterways of the west from being changed forever.

Zebra Mussels Suck

10 Things to Remember About Zebra Mussels

Jeff Herod, United States Fish and Wildlife Service



(1) Zebra mussels are small (settled juveniles feel/look like sand) and can grow to reach the size of approximately a quarter.

(2) The outer shell can vary in color but typically is brown with darker stripes while the interior of shell is white. The outer shell tends to be smooth.

(3) Shells have sharp edges and are easily smashed.

(4) Zebra mussel attaches to surfaces using byssal threads which allow the mussel to cling to surfaces (i.e., can be found hanging upside down).

(5) Individuals tend to attach in areas that are dark so the underside of boats, trailers, light covers, etc. are prime areas for attachment.

(6) Zebra mussels tend to settle in groups, but single individuals are not uncommon.

(7) The veliger is the planktonic larval stage for zebra mussels and cannot be seen with the naked eye.

(8) Veligers can persist in wet areas such as water lines, bait buckets, and standing water in the boat.



(9) The veliger is the most fragile life stage for zebra mussels while settled individuals are resistant and can survive out of water for up to 27 days depending on conditions.

(10) Zebra mussels are a threat because they can achieve high densities, quickly clog pipes and other waterworks, filter large volumes of water taking food from native animals, physically restricting native freshwater mussels from opening and closing, can cause foul odor when large numbers die off, and the shells can cause bad cuts and possibly infection to the feet of people wading in the water where they are present.

For more information, contact:

Jeff Herod, U.S. Fish & Wildlife Service. 209-946-6400, x321; jeffrey_herod@fws.gov (CA, NV)

Paul Heimowitz, U.S. Fish & Wildlife Service. 503-872-2763; paul_heimowitz@fws.gov (WA, OR, ID)

Let's Find the Invaders

The Exponential Spread of the Zebra Mussel Identifying High Risk Vessels

Wen Baldwin, Lake Mead Boat Owners Association

- Be a detective.
- Ask pertinent questions before doing any physical inspection.
- Where are you coming from?
- License plate match?
- Have you washed your boat since it was in the water last?
- What State? – *Is it one on the list of 24?*
- Alabama, Arkansas, Connecticut, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New York, Ohio, Oklahoma, Pennsylvania, S. Dakota, Tennessee, Vermont, Virginia, West Virginia, Wisconsin Ontario, Canada, Quebec, Canada
- What body of water?

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- What conditions has the vessel been in since it was pulled?

- Wet, humid, dry, hot, freezing?

Conducting Vessel and Equipment Inspections

Where do we start looking?

All vessels and equipment - Areas including but not

limited to:

- Look in all places where water can stand

- And not just the boat

- Anchors, Ropes, Fenders, PFD, Toys

Vessels

- Hull – obvious or not

Trim tabs – hinge, top and bottom

- Thru hull fittings

Transducer(s), Pitot tube, Rope locker(s) Anchor(s) and lines

Bilge(s) - a lot of boats have more than 1 bilge access

- Any place that can retain moisture Can hold veligers,

Can hold live weeds, Can hold seeds, Propulsion systems

- Inspect all surfaces that may have been exposed to water

including but not limited to Cavitation plates, Prop(s), Prop

shaft(s), Prop shaft support(s), Prop shaft through hull areas,

Water intakes, Prop(s), Gimbal area

- Sail Boats

- Centerboard Box, Keel, Motors and fittings, Rudder

- Personal Water Craft (PWC)

Hull, Any Pockets, Jet, Water intake and prop shaft

- Trailers

Any pockets or hollow frames, around license plates and lights.

Fenders, springs and hangers

Don't forget that weeds can harbor ANS besides being invasive themselves.

How do we decontaminate vessels?

This would NOT be your job

- Decontamination kit

Bucket with valve

Hose

Engine flusher (earmuff)

Hose adapters (for thru hull intakes)

Rubber gloves

Chlorine solution (7%)

- Load cooling system with chlorine solution. Let sit for 30 minutes, flush with clear water.

Caution!!!

Do not get chlorine solution on skin or clothing. It loves to eat holes in clothing and doesn't help your skin either.

Any decontamination should all be done where the flush water will not drain into a water body and where it will do no environmental damage. It is best done on a level, sandy area. The chlorine will break down very fast in the sunlight and any biological parts of the flush would also be broken down by the sun.

It is important to record information about any boat that is found with ANS for the national database. This information should be forwarded to:

Mary Pfauth

Center for Lakes & Reservoirs

Portland State University

Portland, OR 97207

E-mail: h2mp@pdx.edu

503-725-2937

Legal Authorities

Fred Messmann, Deputy Chief Game Warden, Nevada
Department of Wildlife

Boating Law Administrator (NASBLA)

Law Enforcement Protocols

- Educate the public

- Seek voluntary compliance

- Try a series of questions:

- I noticed your boat is from out of state...

- When did you last boat? Where?

- We're determined to keep zebra mussels out of our waters, would you mind if I check your boat and show you what to look for?

- Here's more info on zebra mussels and what to look for.

- Thank you for your cooperation!

The Lacey Act

It is unlawful to:

- Import, export, transport, sell, receive, acquire, or purchase any fish or wildlife or plant

- If that fish/wildlife/plant was taken, possessed, transported, or sold in violation of US, Tribal, or state law

- And transported across state or federal lines

U.S. Coast Guard

Voluntary Guidelines on Recreational Activities to Control the Spread of Zebra Mussels and other Aquatic Nuisance Species

National Park Service – Lake Mead NRA

1. Inspect vehicles within permitting requirement; may stop vehicle for probable cause or reasonable suspicion

2. Special use/oversize load permits allow inspection; criminal inspection requires probable cause or reasonable suspicion

3. Permits require vessels be cleaned before launch; criminal stop inspection can be suggested but not required

4. If criminal, and suggested cleaning is refused vessel will be impounded as evidence

CA Dept. of Food & Ag.

1. Inspection stations for all conveyances which might carry plants or pests

2. Every motor vehicle with shipment of ag. commodity must be inspected

3. Extermination by treatment or processing at expense of the owner

4. Mandatory destruction, shipment out of state, treatment or processing

5. Most are infractions; several are misdemeanors

Note: Station Operating Guide 1.7.2 addresses zebra mussels

Nevada

1. Unlawful to import, transport or possess any species of wildlife deemed detrimental to wildlife or habitat

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2. Any peace officer may stop & board any vessel to enforce NV Boat Act (develop reasonable suspicion)
3. Seize vessel as evidence until decontaminated (probable cause)
4. Yes, authority to seize until decontaminated
5. \$1000 and up to 6 months (misdemeanor)

Final Notes

Ask your agency to confirm authority and establish procedures for dealing with the ANS threat

11:00am - 11:50am

RENTAL BOAT SAFETY PROGRAM

**Peter Garapick and Greg Meaker
Office of Boating Safety, Transport Canada**

The overall goal of the Rental Boat Safety Program (RBSP) is to ensure that those renting vessels are receiving the safest possible product. Renters will feel comfortable with the fact that these vessels meet the basic safety standards that are administered by Transport Canada.

Examination Process

This program relies on voluntary participation of the rental boat companies and therefore requires a promotional program not only to make companies aware of the program but also to make them realize their responsibilities and liabilities in the rental operation. The inspection process for rental boats will be much the same as that for the Pleasure Craft, although the examinations will go further to include:

- Hull - hulls are checked for damage, proper repair work and general condition of hull materials.
- Electrical / mechanical safety - wiring is checked to ensure compliance with ABYC standards.
- General condition - general condition of the boat is checked, i.e. railings, access to vessel.
- Operator training - participating companies must provide practical training for those renting their boats. They must also check to ensure that renters have Operator Competency Cards, or provide for the Rental Boat Safety Checklist.

Participating companies will complete a self-examination form each year to maintain their continued qualification in the program. Inspectors will conduct spot checks and follow up examinations of participating companies to ensure that they are continuing to meet the program standards.

Non-compliance companies / companies with vessel(s) that are found to be non-compliant with the regulations will be:

- Issued a copy of the examination form outlining the deficiencies;
- Not be issued a decal for the storefront until all vessels are compliant.

Boating Safety Inspectors will work with the company to ensure that the vessels are brought up to standard. A follow-up examination will then be scheduled to ensure compliance. For serious violations vessel detention orders may be issued.

Companies whose vessel(s) are found to meet the applicable standards will be:

- Issued with a storefront decal to indicate this to the public; and
- All vessels that have been examined and found compliant will be marked with a program decal. This decal will have a toll free contact number to enable renters to report any deficiencies found on vessels.

RBSP Database

The Rental Boat Safety Program will include two automated databases, which are populated using the scanable Rental Boat Examination Forms. The first database is a comprehensive database of all vessel rental companies within a region. This database will include contact information for each company, which will be used to maintain communications links with the companies.

The second database will include the examination data collected. The database will allow for the assessment of the level of compliance within the region. It will also allow identification of common areas of concern and non-compliant trends within the rental community.

Communication

To ensure compliance with the regulations, a constant flow of communication with the rental vessel community must take place. They will be advised of any changes to the regulations, and asked to participate in working groups and / or consultations for any changes, which will impact their business.

Proper communication and dialogue is vital to ensuring compliance with the regulations. The key to this program is to work for voluntary compliance; this can only be done if the businesses feel that they are part of the process and made to feel that compliance is in their best interest. Proper communication channels will go a long way in building a strong working relationship with the community. Every brochure, decal and poster has a branded look and displays contact info.

Public Education

An important component of this program is public education. A public education program to inform potential renters of the importance of looking for the program participation decals when renting vessels is an integral component. By renting from a company that participates in the program they will be assured that the vessel has met the minimum safety standards covered by the program.

Avenues for education are:

- Posters and pamphlets at travel information offices and rental company locations;
- Program awareness at boat and travel shows;
- Information on the program on your website ; and
- Presentation material for Boating Safety Volunteers / Officers.

This public education component will also give some added incentive for companies to participate in the program, as it will give them a "one up" on their competitors that do not participate.

Self Monitoring

Once the company is enrolled in the program and the initial vessel examinations are completed, monitoring of vessels registered in the program will be performed through a self-

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monitoring process. This will verify that the vessels remain in a good operating condition with appropriate and functional safety gear aboard. The "Self-monitoring" will occur when the rental company carries-out a dockside checklist with the renter. The dockside checklist that occurs at every boat rental will now incorporate the RBSP checklist. The rental company will inform the renter (if they are not already aware) of their company's involvement in the RBSP and how the vessel they are about to rent meets this standard. At anytime the renter sees an inconsistency, they can challenge the rental company. If the renter is not satisfied with the response of the rental company, the renter can contact your office—contact information is displayed on every vessel decal.

Required Resources

Based on the self-monitoring strategy with spot checks, resources for this program are nominal. Brochures and pamphlets can be produced in-house. The database, available from us is Microsoft Access, which most offices use. A handful of staff can fill the roles in the field and in the office to make this program work.

THE 2ND USPS NATIONAL SAFE BOATING TEST

**Ted Rankine and Bob Green
United States Power Squadron**

In 1999, the USPS (United States Power Squadrons), supported by the Aquatic Resources (Wallop-Breaux) Trust Fund administered by the U.S. Coast Guard, produced the USPS National Safe Boating Test. The program, as the name implied, was designed to test the viewers' knowledge about safe boating practices.

The show contained 23 multiple choice questions on a variety of safe boating topics like life jackets, alcohol and weather. In addition to the questions, there were also a number of actualities and demonstrations; each designed to entertain and inform the viewer about safe and responsible boating practices. The show was taped on location all across America; from New York to Seattle, from Lake of the Ozarks to Lake Mead, making it relevant for a national audience.

The USPS National Safe Boating Test was distributed in two ways: it aired on Speedvision, a national broadcaster and afterwards 10,000 copies were created. These were distributed by USPS to boating safety stakeholders for use in the classroom as an interactive teaching tool. A number were also sent to West Marine to be included in their lending library of boating titles. The program was well received by boating educators, NASBLA members, the U.S. Coast Guard Auxiliary, USPS squadrons and many others who used it as part of their teaching curriculum.

After the success of the National Safe Boating Test, the next program to be developed was the USPS Guide to Safety Equipment. This time the VSC (Vessel Safety Check) format was used as the format of the program. The one hour video detailed the legally required safety equipment, the 'good idea to carry aboard' equipment and provided information about how to use and store equipment. Similar to the National Safe Boating Test, the program was first aired on the Outdoor Channel and subsequently 10,000

copies were made available for boating safety classes as well as through the West Marine lending library.

The latest offering is the 2nd USPS National Safe Boating Test. Like the first two, the 2nd USPS National Safe Boating Test was produced with a grant through the Aquatic Resources (Wallop – Breaux) Trust Fund administered by the U.S. Coast Guard. There are a total of 27 multiple choice questions suitable for 'testing' boaters' knowledge about safe boating practices with footage gathered from many popular boating locations; from Florida to San Diego, from Texas to Puerto Rico.

Mindful of the security issues that boaters now face, the program kicks off with a detailed review of homeland security. It includes information about how homeland security now affects the recreational boater and information about how boaters can help with homeland security by providing extra sets of eyes and ears on the water.

Life jackets, of course, were items of a particular emphasis with a focus on the new inflatables. To help boaters understand inflatable life jackets better, the 2nd USPS National Safe Boating Test provides a review of 'care and feeding' of inflatables with a demonstration covering proper regular inspection.

An emerging problem on the water is CO (Carbon Monoxide) poisoning which is also covered in depth in the program. In addition to important information about preventing CO poisoning, there is also a guest appearance by race car icon, Al Unser Sr. who relates his own personal story about how he was overcome by CO while aboard his boat.

Rounding out the line up of boating safety questions is information on aids to navigation, small boat safety issues, cold water risks, rules of the water, the importance of Vessel Safety Checks and information on safe boating courses.

As with the previous two programs, broadcast was carried by the Water Channel, the Mens' Channel and i-Drive during Safe Boating Week. Ten thousand copies have been produced onto DVD which, in addition to being the more contemporary format for home viewing, also makes the random access to specific topics in the program easier and the program more interactive when used in a classroom environment. Included in each DVD is an instructional checklist to aid boating safety educators in the use of the program and a questionnaire template suitable for copying and used by the students in the boating class. The 2nd USPS National Safe Boating Test will be made available to boating safety stakeholders through USPS headquarters and be part of West Marine's lending library service.

The 2nd USPS National Safe Boating Test was made possible through the efforts of many people including the United States Coast Guard Office of Boating Safety, field personnel at Coast Guard stations across the country and countless volunteers including squadron members of USPS and the United States Coast Guard Auxiliary.

The 2nd USPS National Safe Boating test can be an effective tool in helping educate recreational boaters, whether viewed independently or as part of an interactive classroom experience and we are confident that the program will be met with the same success and usage as its predecessors.

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USPS UNIVERSITY

Richard Kyle
United States Power Squadron

Imagine an organization that could provide information on almost any subject to meet your boating needs. And that you could take courses, attend seminars, and get books, guides, and printed tips on these subjects. Now, add recognized credentials for you as you progress through this material. Now you get the concept behind *USPS University* –

There are many topics of interest to our members, and to the public beyond what is currently available within our courses. So we are about to offer an entire curriculum in boating with more courses, mini-courses, and short seminars. Much of the shorter programs will be offered to the public as well. These will attract interested boaters, giving USPS expanded visibility in the boating community, new members, and revenues to fund the resulting renewed growth.

The seminars provide the starting point of this expanded coverage. We are looking at seminars on topics of interest to the membership. We are using a blend of available materials and our own publications to address these topics, and we are seeking partners in other organizations and companies to assist us, and sponsor some of our programs. The whole idea is to get out current and relevant information as quickly as we can do it, while ensuring quality programs.

The seminars will be packaged for squadrons to deliver to the public and members in the form of “kits.” Each kit will include books or guides, a seminar workbook, and a certificate of completion. Instructor materials will guide the squadron seminar leaders through the process. Contacts have been made with Boater’s World and West Marine who welcome our doing seminars with them. Look for six new seminars by mid year, and a dozen by year end.

Ultimately, some seminars may be bundled to form new mini-courses (three to five sessions), and to update our current courses. And, we’re looking to expand the number of elective courses. There are some topics, such as *Marine Electronics* that are too big for a single course, so it may become three electives, each expanded from its current format.

In addition to squadron-delivered seminars, we’re looking at going on the road with a senior team of seminar leaders and special material. We contemplate sponsorship from some of the leading equipment manufacturers to help promote and support these seminars. This will get the word out on USPS, while providing a training opportunity for our squadrons to participate.

We’ve published three new guides that are now in the retail market through our publisher, McGraw-Hill. In addition, McGraw-Hill has agreed to re-label a brand-new edition of one of its premier books as a USPS guide – with more to come. We also are in the process of writing some leading edge books on electronics and boat selection. A host of USPS guides are in the works as companions for courses and seminars as well as offered for sale to members and the general public.

We’re also about to add boat operator certification at four levels of competency (Inland, Coastal, Advanced Coastal, and Offshore). We are gaining the support and recognition of these credentials with the entire boating community. That adds the prestige of accomplishment to these certificates as well as some benefits that we’re working on. Look for this program to roll out early in 2007.

With an expanded coverage of educational topics and a number of certificate options, you can see that we are becoming more like a university – with broad choices. We’re also approaching the process using the latest concepts built around flexibility. Rather than the linear learning of old, as we have been doing, we will be offering a choice of paths leading to various credentials. We’re also working on distance learning for some courses so those who can’t get to a class can take a course online. We’re doing what the best universities are now offering - now you know why we’re putting this all under the label, *USPS University*.

While we develop these new programs, we are mindful that we have a long-established grade structure which we do not want to change. The new programs will be supplemental and we’re looking at ways to let you select which set of electives you want to take to qualify for the Senior Navigator grade.

This is an exciting time to be a U.S. Power Squadrons member. Stay tuned for more details.

FEDERAL CARRIAGE REQUIREMENTS FOR RECREATIONAL VESSELS

**Joseph Carro, U. S. Coast Guard
Office of Boating Safety**

This session focused on the equipment requirements, inspection procedures, and acceptance standards for equipment carried aboard U.S. recreational vessels.

Presentation topics included all aspects of the carriage requirements, including history and references, important definitions, and detailed information regarding all equipment requirements. The session concluded with information regarding negligent operations, Boating Under the Influence (BUI), and expected enforcement actions that may result from a Coast Guard law enforcement boarding.

All recreational vessel requirements were presented and discussed during the International Boating and Water Safety Summit (IBWSS). Some of the requirements generated more discussion than others. Perennial favorites included state numbering and federal documentation requirements, fire extinguishers, personal flotation devices (PFD’s), and installed toilets with associated marine sanitation devices. Discussions also included information regarding the difference between Coast Guard Approved, (equipment tested at the direction of the Coast Guard), and Coast Guard Certified, (equipment built to an established standard), and what “readily accessible” and “immediately available” stowage requirements regarding PFD’s actually means. While I believe that all the requirements are important, and are addressed in full during the presentation, a synopsis of some of the most popular will be provided now.

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History and References: Most of the carriage requirements can be found in Titles 33 and 46 of the Code of Federal Regulations (CFR's). Some specifics will be provided with the individual requirements that follow. The Motorboat Safety Act of 1940 and the Federal Boat Safety Act of 1971 provided equipment requirements by vessel size class and manufactures requirements respectfully. Additional requirements, regarding navigation lights for instance, can be found in the Navigation Rules.

Definitions of Importance: In general, when determining what requirement applies to a specific type of vessel or activity, it is best to check the applicable section of the CFR's or other applicable reference. A *Boat*, a *Recreational Vessel* and, or a *Vessel* may all be water craft of some description, different definitions for each can be found in the appropriate references.

U.S. Vessel Registration: There are two methods of vessel registration used in the United States. They are Federal Documentation, 46 CFR 67-69, and State Numbering, 33 CFR 173. Both methods accomplish the same thing. That is, to establish some means of vessel identification and registration. Both methods assign a unique number and describe how and where that number, and name if applicable, is to be displayed on a specific vessel. Some vessels are exempt from any method of registration, others have very specific requirements.

Fire Extinguishers, 46 CFR 25: If a vessel is required to have fire extinguishers aboard, there are inspection requirements that will apply. The extinguisher must be U.S. Coast Guard approved, Marine Type, be in good and serviceable condition, including an efficient charge, and the vessel must have enough extinguishers for the vessel length. An important issue that always generates discussion is the mounting bracket requirement. The requirement states that the fire extinguisher must be aboard, it makes no mention of other stowage requirements. The language on the extinguisher that it is valid only with bracket number MB-5 or MB-5B is a manufactures requirement that the extinguisher must be supplied with a mounting bracket. Is it a good idea to mount it in a location that is easy to reach in case of a fire? Yes. Is it a requirement to be mounted? The answer is, No.

Personal Floation Devices, 33 CFR 175, and 46 CFR 25: The requirements regarding PFD's are generally pretty straight forward. All recreational vessels that are propelled or controlled by machinery, sails, oars, paddles, poles, or another vessel, must have a wearable, Coast Guard approved Type I, II, or III PFD aboard for each person on board. The requirement further states the Type of PFD required, including a Type IV throwable if the vessel is greater than 16 feet in length. There are also provisions for the size, condition, and stowage requirements. A Type V device can be used instead of a Type I, II, or III, if used in accordance with the label requirements. There are provisions that state children under 13 must wear their PFD unless below decks or in an enclosed cabin. Proper stowage is always a concern. Type I, II, and III devices must be *readily accessible*, that is, reached in a reasonable amount of time. For Type IV throwable devices they must be *immediately available*, that is, instant access to the device to respond to an emergency. I have stated many times before... No, they do not have to be out of the plastic bags that they may have been purchased in.

Marine Sanitation Devices (MSD's), 33 CFR 159: Contrary to popular belief, the MSD is not the white, porcelain bowl you see when opening a head door. That would be the installed toilet. If a vessel is equipped with an installed toilet it must also be equipped with an MSD. This is defined as equipment designed to receive, treat, retain, or discharge sewage and any process to treat such sewage. This does not apply to "Porta-Potties" even when taped down. There are three types of MSD's, a Type I treats the waste with chemicals, a Type II uses a biological method and a Type III is usually some kind of holding tank but also includes incinerators, macerators, and recirculators. Type I and II devices are flow-thru devices while Type III's generally prevent overboard discharge. There are many requirements regarding the discharge of sewage, treated or not. Treated sewage can generally be discharged within the territorial sea and untreated beyond the territorial sea. An optional piece of equipment associated with these systems is a "Y" valve. These should be in the proper position to prevent the overboard discharge if operating in an area where discharge is prohibited.

There are many more requirements that are equally important as the few discussed here. If you would like a copy of the full presentation in a word document or in a power point presentation, please feel free to contact me directly.

Joseph Carro, Recreational Boating Safety Specialist
U.S. Coast Guard, Office of Boating Safety
202-267-1263

12:00pm - 1:30pm
Lunch on Your Own

1:30pm - 2:20pm

SEA SCOUT SAFETY AT SEA WEEKEND

Joshua Gilliland and Carl Shellhorn
Pacific Skyline Boy Scout Council

Program Overview: The Sea Scout Safety at Sea Weekend is a jointly held hands-on maritime safety training with Sea Scouts, the United States Coast Guard, maritime industries, and local fire department professionals.

Sea Scouts was started in 1912 as an older youth program for the Boy Scouts of American. There are currently 7,000 Sea Scouts across the United States. Sea Scouts have always been prepared for boating safety. The SSW is the largest culmination of boating safety skills for Sea Scouts at a single time.

The San Francisco Safety at Sea Weekend is about vessel safety training. The first time someone has to launch a flare should not be when a boat is sinking. It is our goal to provide hands-on training that can save a Sea Scout, their shipmates, and their vessel in the case of an emergency. We offer eight different training activities for youth to practice different maritime safety skills.

The SSW began in 1993 and has grown in size and scope. We have averaged over 300 youth at each event since 1996. Sea Scout participants are formed into groups of 30 and the youth

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proceed through the different training stations in a round robin system. For example, the first group is "Alpha Company" and they begin at Event 1 at 0900 and finish with Event 8 at 1700. "Bravo Company" would begin "Event 2" at 0900 and finish with Event 1 at 1700, and so on.

The strength of the Safety at Sea Weekend lies in the different types of hands-on activities that each Sea Scout is able to participate in. Each of these activities will be briefly discussed:

Pipepatching: This is the original hands-on Safety at Sea Event. The youth use a giant steel "sprinkler toy" that is made of pipes with tears and holes in it to simulate ruptured pipes. The "sprinkler toy" is connected to a water main and water comes out of the different "damaged" areas. Youth must repair the damages and control the flow of water.

Damage Control Training: Youth are trained and employ their DC skills on an available damage control trainer or DC boxes. Under the direction of a Coast Guard instructor, youth learn different DC techniques, such as knowing to drill a hole at the end of a ruptured pipe to stop the crack, flooding control methods, and other DC drills. The damage control trainer floods and the youth must control the flooding for this exercise.

Fire Extinguisher Training: Sea Scouts learn how to fight controlled fires in flash pans with fire extinguishers and fire protective gear.

Survival Suit Training: The goal is to demonstrate the effects of cold water and how to survive if they must abandon ship. We set up ice chests with ice, water, and submerged spare change or marbles in them. Youth have one minute to see how much change they can pick up from the icy water. Youth then get to put on Survival or "Gumpy" suits and enter the water in controlled area in the marina. Youth must climb from the water into an inflated life raft to complete this activity.

Man Overboard Recovery: The Man Overboard Recovery exercise allows crew members to use lifesaving equipment under controlled conditions.

The Man Overboard Recovery event has been done with both a "Jason's Cradle" and a "Lifesling." Other man overboard retrieval devices can be used. This event should be done off one or more docked vessels.

Flare Training: Sea Scouts are allowed to launch flares under supervision of adult advisors. Youth learn the differences between day and night flares, parachute flares, and several other pyrotechnics.

Fire Hose Instruction: Instructors go over basics of hose handling with the Sea Scout participants. A pulley system is set with a fender hanging off a pulley. Sea Scouts aim a fire hose and push the fender to the opposite side. The teams can also race to set up the hoses before the "tug-of-war" begins.

Pumps and De-watering: The youth fill one of the 55 gallon drum buckets halfway. A Coast Guard P1 pump is then engaged to empty the half full bucket into the empty bucket. The crews then try to stay ahead of the pump by continuing to fill the half full bucket with the buckets. This will demonstrate the speed of the pump, the effectiveness of buckets, and build teamwork.

HEY IT'S COLD IN HERE

Joe McCullough

Alaska Office of Boating Safety

Hi, I'm Joe McCullough for the Alaska Boating Safety Program. For the next 30 minutes, I would like to talk about one of the leading killers of boaters in the U.S and Canada, Cold Water Immersion. Cold water immersion is the number one threat to Alaska's boaters. With a boating accident fatality rate that consistently ranks among the highest in the nation, Alaska's Office of Boating Safety recognized the need for an effort to counter that dubious distinction. A new educational video, *Cold Water Immersion, Don't Let It Be Your Last Gasp*, aimed at helping boaters identify, prevent, and prepare for the risks of a possible cold water emergency, is the result. The intent of the video is to cover the ways cold water immersion kills, and pass on some tips that will help boaters prevent it, and increase their chances for survival if it does occur. Throughout the video we emphasize that the best way to survive a cold water immersion is to always wear your PFD and to have a plan for self-rescue.

Staff from the Office of Boating Safety began planning for the video in winter 2004. Research included the works of Frank Golden, Michael Tipton, Gordon Giesbrecht and Transport Canada. Dr. Giesbrecht, from the University of Manitoba, volunteered to assist with the production of the video in the spring of 2005. Dr. Giesbrecht, one of the world's leading authorities on the effects of cold on the human body, is a firm believer in personally experiencing the effects of cold. "I'm the scientist who does things for real," he says, to make sure I really know what I'm talking about." The Office of Boating Safety then assembled a team of international experts with broad skills and knowledge. In addition to Dr. Giesbrecht, the team included Al Steinman (Retired Coast Guard Rear Admiral), Ted Rankine (Canadian Power Squadron), Art Allen and Paul Webb (United States Coast Guard), Bob Ayres and David Griffiths (Canadian Coast Guard) and Ron Durham (Mat-Su Dive Rescue Team). Also assisting were members of the U.S. Coast Guard cutters *Hickory* and *Roanoke*, Homer Coast Guard Auxiliary, Alaska State Parks, United States Air Force Para-Jumper Rescue Team and several community volunteers from Homer and Big Lake.

Filming for the video began in Homer's Kachemak Bay on August 3 and then moved to Big Lake in the Matanuska-Susitna Valley. Challenges ranged from transporting the crew to malfunctioning or unavailable boats. But the cold water crew's biggest problem came from an unexpected source: the water simply wasn't cold enough. The warm sunny days that had delighted Alaska's summer visitors since May had raised Kachemak Bay's temperature to the point where the gasp reflex and swimming failure were more of a concept than a reality. The situation improved slightly when the cast moved out in front of Grewingk Glacier where Renee Allen, Mali Abramson and Chris Tawney volunteered for a swim. The footage from the three provided great examples of how fast the water can take your breath away and diminish swimming ability.

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There were falls overboard, capsizes, jet skis, canoes, a duck hunter practicing re-entering his boat, Coast Guard rescues, and even a submerged car. But the most amazing moments won't be part of the video; these took place behind the scenes when the assembled minds planned the next shoot. Each morning with various colored markers in hand, Dr. Giesbrecht mapped out the days' action coordinating people in the water, boats and a helicopter. At the end of the session the diagrams on the board looked more like a colorful battle plan than directions for a video shoot. The creativity was not confined to a conference room — ideas continued to be generated out on the water, driving along the Sterling Highway, over meals and even during a concert by Homer's own Three-Legged Mule.

In order to make the scenes as realistic as possible there were times when people actually placed themselves at risk. And there were moments of concern as the crew balanced role playing by professional rescuers in the frigid waters against using neophytes (so that the on-camera reactions were natural). The safety plan remained the top priority, and everyone's total attention stayed fixed on the volunteers whenever they were in the water.

The video's core message is the importance of wearing a life jacket when boating, especially in cold water. A properly fitted life jacket increases survival time when immersed in cold water from mere minutes to possibly hours—but only if the life jacket is worn. The video will soon be available to boating safety professionals across the continent. "We're hoping that viewers everywhere will take the message seriously," said Joe McCullough, Alaska's Education Coordinator. "We want boaters to understand a little more about the phenomenon of cold water immersion. Once they understand, we believe they'll employ safe practices whenever they go out on the water... and save a few lives as a result."

There are a lot of ways boaters can suddenly end up in the water, but cold water immersion happens most often as the result of a capsize or fall overboard. Swamping and/or capsizing are most often caused by overloading, poorly secured or shifting loads, improper boat handling in rough water, loss of power or steerage, anchoring from the stern, wrapping a line around a drive unit, or taking a wave over the transom after a sudden stop. Falls overboard are usually due to slipping or loss of balance when standing or moving around a boat, or reaching for objects in the water. Most of these events happen quickly, often when you least expect it.

There are several myths about cold water immersion. Two of the most common are also great examples of why this issue is fraught with so much confusion because one contradicts the other and neither is correct. The first myth is that boaters don't need PFDs because the water really isn't that cold and they are such good swimmers that they can swim to safety. Another common myth is that wearing a PFD is silly because if they fall into the water they'll die of hypothermia right away no matter what they do. Most boating fatalities involve middle aged men who chose not to wear a life jacket.

DELIVERING SAFETY MESSAGES THRU WATER TRAILS

**Paul Sanford
American Canoe Association**

As part of its 2004-08 Strategic Agenda, the American Canoe Association is supporting the development of water trails around the country. For IBWSS attendees, water trails offer new opportunities to increase boating safety.

A water trail is a recreational pathway between one or more access points on a lake, river or ocean. Water trails may be designed for daytime-only usage, or they may feature camping areas for overnight visitors. Water trails are generally designed for use by smaller boat users, *i.e.*, paddlers, day sailors and anglers. However, some trails may also be appropriate for larger boat operators.

The ACA has five basic criteria for a water trail:

- The trail must consist of a contiguous or semi-contiguous waterway or series of waterways open to recreational use by paddlers;
- The trail must have at least one public access point;
- The trail must be covered by a publicly available map, guide, sign or website of reasonable quality and detail;
- The trail's map, guide, sign or website must communicate low-impact ethics to trail users; and
- The trail must be supported and/or managed by one or more organizations.

The ACA is promoting the development of water trails because they meet the needs of boaters, natural resource managers, and law enforcement personnel. For boaters, (particularly paddlers), a well-designed water trail with a carefully prepared map can effectively answer some basic but very important questions: Where can I go boating? What will I find when I get there? What water conditions and hazards will I encounter? What types of weather conditions may exist? What facilities will be available? What activities (whitewater, wildlife viewing, surfing) will be available? Where can I go to get more information?

Water trails can also assist resource managers and law enforcement personnel manage both boating and waterways in a safe and sustainable way. Trails may be designed to minimize conflicts between small and large boats, low and high speed operation, and to avoid hazardous areas with rocky shorelines, heavy surf, or strong undertow. Trails can also be designed to steer boaters away from dams, water intake pipelines and security zones around government facilities. Natural resource managers trying to control boating in environmentally sensitive areas can set up a water trail to direct boaters to less-sensitive, more durable access points. By setting up access points and trail signage properly, resource managers can direct boaters to where they need to be to stay safe and minimize environmental impacts.

Water trails also offer great opportunities to communicate safety information to boaters. Maps and guidebooks for the trail can explain the importance of life jacket use, the hazards of boating under the influence, and the need for clothing suitable to local

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conditions. They can also inform boaters of variabilities in local weather, and point them to authoritative sources for obtaining weather information. In-water trail markers can also be used to steer boaters away from hazards such as low head dams.

The ACA urges resource managers and boating safety professionals to think of water trails as a marketing tool for safe boating. By thoughtfully designing a water trail, and carefully preparing the associated maps and guidebooks, we can give small boaters the tools they need to self-select boating locations best-suited to their boating preferences and skill levels. This will reduce the likelihood that boaters will end up in an unsafe situation, thereby reducing burdens on boating safety personnel.

As part of our water trails program, the ACA has developed an online database of water trails around the country. Visit <http://www.americancanoe.org/recreation/watertrails.lasso> to find links to a water trail in your area. The ACA is ready to assist organizations with the task of developing a water trail. We can assist with design of the trail and provide safety information for maps and guides. Contact us at watertrails@americancanoe.org, or contact Paul Sanford, the ACA's Director of Stewardship and Public Policy, using the information in the Directory of IBWSS Attendees.

MARINE SANITATION STUDY: WATER QUALITY MEASUREMENTS

**Dan Heskett – Boating Law Administrator
Kansas Wildlife and Parks**

Several federal reservoirs within the boundaries of Kansas feature marinas with docking facilities which harbor class II and III vessels. Many of these vessels have marine sanitation devices on board, which enable the occupants of the vessels to stay aboard for several days. Most of the marina's are constructed to minimize wind and wave damage which may allow the concentration of bacteria that could become harmful to human activity if illegal dumping of sewage is taking place.

Since Kansas law prohibits the dumping of sewage into or near the waters of the state, this study was designed to monitor the bacteria levels within a marina by monitoring the water for indicator organisms. The indicator organisms are used to check drinking water and are associated with the intestinal tract, whose presence in water indicates that the water has received contamination of an intestinal origin. The most widely used indicator is the coliform group of organisms including *Escherichia coli*, *Klebsiella pneumoniae*, and *Enterobacter aerogenes*. When excreted into the water environment, the coliform organisms eventually die, but not at any faster rate than the pathogenic bacteria *Salmonella* and *Shigella*, and both the pathogens and coliforms behave similarly during the water purification process. It is likely that if coliforms are found in water, the water has received fecal contamination and may be unsafe.

The study area was located at the Eldorado Reservoir marina. Three sample areas were established inside the confines of the marina with a control site selected outside of the confines of the

marina. Three 100 ml samples of water were taken from each site approximately ½ meter under the surface. Sample bottles were supplied by the Kansas Health and Environment Department who also did the testing.

Water collected was shipped on ice to the Kansas Health and Environmental Labs where the membrane filtration method of analysis was used according to the *Standard Methods: For the Examination of Water and Wastewater*. 16th edition and 40 CFR 141.2.

Levels of Fecal Coliform and Fecal Streptococci were measured and recorded. The presence of fecal strep indicates the possibility of water contamination beyond safe levels for human consumption. The severity of contamination can best be determined by the number of fecal coliform colonies derived from parts per million. The safe level is determined as less than 200 ppm between April 1 and October 1 and less than 2000 ppm during the winter months of October thru March.

The results of the study shown that during the off season months of February thru April, very little presence of contamination was attributable to human sources. The months of May and June were hindered by high water due to excessive flooding which elevated contamination levels even at the control site. During this time there was very little boating activity occurring anyway. The July sampling was taken after the lake had begun to stabilize at its normal level. All four sample sites had results at a safe limit for the presence of bacterial contamination. During July and August the boating traffic had exploded. The August sample was taken toward the end of the month, when most boaters had begun to place their vessels into storage modes in preparation of fall activities and school. The control sample during the month of August had shown very little indication of the presence of E. Coli or Streptococcus. Two collection sites within the marina which were located at least 100 yards from the large vessel mooring area had bacterial levels within the safe level. However, one sample site which was located on the docks which moored the larger class II and III vessels had an E. Coli count of 1300 colonies per parts per million, which is 1200 colonies above the safe limits.

The August results illustrate a clear possibility that these vessels had dumped raw sewage into the waters resulting in an unsafe environment. As a result, programs to assist in addressing these issues were implemented which included: updating training to officers on Marine Sanitation checks and initiating visual inspections, and promoting educational information to boat owners and marina's to the hazards of sewage dumping. During the contact phase of our vessel inspections, the main reason stated for dumping sewage directly into the water was due to the inconvenience of being able to access the pump-out facilities. Cost did not seem to be an issue.

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2:30pm - 3:20pm

ALL CHILDREN SHOULD LEARN TO SWIM

Barbara Byers
Public Education Director
Lifesaving Society
Toronto, Ontario CANADA

In pursuit of its mission to eliminate drowning and water-related injury in Canada, the Lifesaving Society launched the Swim to Survive Program in June 2005. This program is derived from the Swim to Survive Standard, which outlines the minimum standard of swimming ability necessary for survival in Canada. The Swim to Survive Program has been designed to be easy to learn but effective in preventing drowning in Canada, especially among children.

Swimming is the second most popular activity for 5-12 children in Canada. Unfortunately there is a corresponding high incidence of drowning. Drowning is the second leading cause of preventable death in Canada among children (second to automobile collisions). Swimming is also a life skill, an excellent form of exercise, it is inexpensive and it is an easy and accessible activity to do in North America.

The Swim to Survive Program is simple, straightforward and focused. It defines the essential minimum skills required to survive an unexpected fall into deep water. The program ensures that candidates learn how to survive a fall into deep water, how to support oneself at the surface and how to swim to safety.

The Swim to Survive Standard is comprised of 3 skills:

- Roll into deep water
- Tread water for 1 minute
- Swim 50 meters or 55 yards

The Swim to Survive Program can be taught during school time, during camp swims and as part of recreational swims. It provides basic survival training skills. The 3 skills can be taught in 3 hours, in 3 lessons and it is targeted at Grade 3 students. The Swim to Survive School Program includes a Parent Handout and Teacher's Kit for the classroom teacher to provide 3 in-class water safety lessons.

The program was launched with great success in June 2005. The Stephanie Gaetz KEEPSAFE Foundation, established by Barbara Underhill and her husband Rick Gaetz following the drowning of their 8-month old daughter, has been the founding sponsor of the program and Barbara Underhill has been a key spokesperson for the Swim to Survive Program. The media and government response to the program was extremely high and the goal is to ensure that every child in Canada achieves the Lifesaving Society's Swim to Survive Standard prior to completion of elementary school.

Interest in the Swim to Survive Program is high for many reasons:

- The *survival* focus of the program is unique- it is not intended to replace swimming lessons and is positioned as the minimum standard.

- The cost appears to be *affordable* – 3 lessons in 3 hours seems to resonate well with the provincial education departments.
- The program is *focused* and easy to understand – 3 skills, 3 lessons, 3 hours for Grade 3 students.
- The program fits with the *political* agenda of addressing multi-cultural issues.
- The program fits with the “*healthy schools*” public policy priority of more physical activity during school time.

The Lifesaving Society believes basic swimming ability is a fundamental requirement in any meaningful attempt to eliminate drowning in Canada. Further, that if every Grade 3 student in Canada reached the Lifesaving Society's Swim to Survive standard, drownings would be reduced by 50% within the next 10 years.

For more information, contact Barbara Byers, barbarab@lifeguarding.com.

SHARE, SHARE, SHARE – EDUCATIONAL TOOLS FOR ALL AGES

Eugene Goff
US Army Corps of Engineers Portland District

The energy behind this presentation is not to hold back information to become the only hero in your community, but to share and allow everyone to understand the power of Water and Boating Safety Education. The session was a moving roller-coaster type activity with engagement from all participants to get a taste of entertainment/ education in one serving!

As a part of the ongoing U.S. Army Corps of Engineers National Water Safety Program, the session allowed attendees to get to know where to go for another resource to enhance their existing program in a professional manner.

The presentation focused on how to mix and match multiple teaching options to include pre-school, elementary, the young adult (middle school), and older audiences, with a smile, during the educational/ learning processes.

The tools which were shared, explored, and explained included, but were not limited to, videos, brochures, handouts, teaching guides, resource guides, hands-on activities, and other options.

The primary focus of the session centered around the electronic/ video teaching aids noted as “The Corps of Engineers Water Safety Story,” “Safe Passage,” “Bobber, The Water Safety Dog,” and “The Young and The Reckless.” The secondary function provided hands-on activities to involve your students while promoting safe actions to be engaged with while in or around water-based recreational settings.

The Goals and Objectives of the presentation allowed all participants to:

- Become aware of optional teaching aids/ tools available
- Understand the dynamics of navigating through multiple age groups while providing safety education
- Allow yourself to be comfortable to engage fun with education

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- Be situational aware of why you are in the Boating and Water Safety Educational Process
- Support others while performing a very critical awareness need to all communities for the wellness of the Nation
- Share, Share, and Share Water Safety knowledge to help reduce water related injuries and fatalities

All participants attending the session were provided with a variety of teaching tools to take back with them and implement the educational materials right away.

STRESS MANAGEMENT FOR PUBLIC SAFETY EMPLOYEES

Captain David L. Windsor

Indiana Department of Natural Resources, Law Enforcement Division

Stress and stress management are topics we are all familiar with and if you have been in a public safety career for more than just a few months, you have probably heard of its detrimental effects on your body.

What you probably haven't heard about, at least not in detail, is "how and why" it is detrimental. To fully understand the "how and why" question you must first look at how our bodies respond to the stressors we encounter throughout our lives.

A gentleman by the name of Hans Selye defined stress as "the non-specific response of our bodies to any demand placed on it." He also put it more simply when he stated that "stress is the wear and tear of our bodies through living."

Through a multitude of studies we know that our bodies were designed to have a specific response to a perceived threat or danger. This response includes an instant production of adrenaline and nor-adrenaline by the adrenal glands triggered by the release of specific hormones in the brain. As adrenaline and nor-adrenaline flows through our bodies a substance called glucocorticoid is produced. Glucocorticoids in turn shut down those bodily functions we do not need during a perceived threat such as digestion, reproduction, and fine motor skills. Glucocorticoids also turn on or enhance various bodily functions that are essential in the threat of danger such as large muscle control, increased heart rate, enhanced hearing, seeing, smelling, etc.

Once the perceived threat is over this process shuts down and our bodies begin to return to a normal state. This process is commonly referred to as the "Fight or Flight Response" and is a very important survival process; however, this process becomes damaging to our bodies when it is turned on too often or fails to shut down after the stressor goes away.

Studies show that the continuous production of glucocorticoids begins to damage our bodies especially if the body does not utilize it some manner. If we are not required to "fight" or "flee," the glucocorticoids hang around in our bloodstream. This is why exercise is a great "stress reducer" as it gives us the physical workout our body just prepared itself for but didn't get.

One problem humans have is that our bodies can trigger a stress response just by thinking about a perceived threat or that argument we had last week or that difficult call we responded to or that meeting with the boss scheduled for tomorrow.

As public safety employees we respond to calls for help and emergency situations on a daily basis. We trigger our "fight or flight" response multiple times a day. We don't always eat right and we often develop bad habits that contribute to the destruction of our bodies.

Knowing what stress is, how it affects you and what you can do to minimize its effects will provide you with the necessary information you need to make life saving changes in the way you live. We only get one life and we do not get the chance to do it again.

SURVIVING A LIFE THREATENING COLD WATER EXPERIENCE

Gary Owen

Water Safety Instructor

National Water Safety Congress

For the professional or volunteer working on or around cold water the potential of a cold water experience is very real. An experience in cold water immersion can be one that he or she will never forget. Under certain conditions, it can be life threatening. Having the knowledge to understand what your body will experience may be the difference between surviving the cold water immersion or not!

There are four "*stages of immersion*" associated with particular risk according to (Tipton 1989). Stage one, the "cold shock response" in most individuals will happen during the first three to five minutes after the immersion into cold water. The second stage "short term response" begins after the conclusion of the "cold shock response" and will last from 20 to 30 minutes depending on each individual. Stage three "long term response" or the beginning stages of hypothermia begins after 30 minutes in most individuals. Stage four "post immersion" takes place during and after rescue.

The "*cold shock response*," stage one, begins immediately upon cold water immersion. This is the initial response or sudden death and will last 3 to 5 minutes. It affects both your circulation and breathing. Your body's responses are involuntary giving you no control. You will experience the gasp reflex, hyperventilation, possibly dizziness and confusion. You will have difficulty in breathing with your ability to hold your breath almost impossible. You will experience immediate vasoconstriction of the superficial blood vessels increasing your heart rate. You could experience irregular heart beats, increased blood pressure and a reduction of coronary blood flow. The potential for a heart attack and aspirating water is great. If you panic, you may drown during these first few minutes.

You need to undertake essential survival actions as soon as possible. First remain calm, remember that this first stage will last from 3 to 5 minutes and then your body will settle down. You need to get out of the water as soon as possible.

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The “*short term response*,” stage two, is the cooling of the superficial nerves and muscles and generally lasts from 5 to 30 minutes. During stage two your body will cool quickly depending on your insulation of your body. Your body will feel numb, and the ability to perform simple rescue skills will be impaired. Swim failure, your ability to move your extremities’ will soon come into play and without a personal floatation device you will be unable to stay afloat. Wearing your PFD and cold water protective gear will prolong the effects of stage two.

The “*long term response*,” stage three, is more commonly known as hypothermia or the deep body cooling. According to (Golden-Tipton 2002) it is physically impossible to lose body heat from the surface of the body during the first two stages of cold water immersion at a rate that would cause hypothermia-related problems in the first 30 minutes. There are three types of hypothermia, chronic hypothermia brought on by long term exposure to cold, sub acute hypothermia brought on by exposure to low temperatures for a short time and immersion hypothermia which is rapid heat loss typical in cold water immersion.

Slowing or stopping the onset of hypothermia can only be accomplished by having adequate insulation for the body to prevent body heat loss or by removal from the cold water environment. The eventual outcome of hypothermia is death if not removed from the cold water environment even with your PFD.

The final and fourth stage is “*post immersion*” and this can happen during and after rescue. The potential for further danger does not always end after rescue. There is the concern for the collapse of arterial pressure and continued body cooling. Those displaying obvious symptoms will be treated but others could be overlooked. All victims need to seek proper EMS after a cold water immersion.

It is important to understand that by definition cold water is 70 degrees Fahrenheit or less. The affects of cold water immersion on you will be dependent on your preparation. Your physical condition, protection from cold water exposure and floatation ability is critical. To slow the loss of body heat wear proper cold water gear and proper floatation will provide you the luxury of slowing the loss of body heat extending your potential for rescue.

Your survival will depend on your mental attitude, your “will to survive,” your knowledge and preparedness. According to (Golden and Tipton) “Essentials of Sea Survival” the *prudent person* will consider the possibilities of an accident, along with strategies for survival.

3:30pm - 4:20pm

SHORT COURSES...APPEALING TO THE INTERNET GENERATION

**Richard A. Clinchy, US Coast Guard Auxiliary
Robin Freeman, US Coast Guard Auxiliary**

Traditionally, the flagship recreational boating safety course of the US Coast Guard Auxiliary has been the thirteen-lesson Boating Skills & Seamanship course.

In recent years, we have noted that attrition in this extended course ranges from 25-40%. The objective for all of us in boating safety education is to get necessary recreational boating safety information to the recreational boater and have that participant take that vital information on the water.

While hard numbers are difficult to accumulate, the best estimates are that taking all educational resources into consideration, boating safety education is delivered to approximately 400,000 Americans each year. That total doesn't even keep up with the number of new boaters hitting the water annually let alone reaching the estimated 70,000,000 Americans that participate in boating annually.

If we add to that the fact that delivery methods of all forms of education are changing dramatically, it becomes evident that our traditional approach to boating safety education will no longer be effective in reaching the vast numbers of boaters that are on the water. We are now trying to reach people that are comfortable getting new information via Google.com, utilizing online education, and inclined toward short seminar type courses if they attend classroom-based programs at all. This recognition, compounded by the increasing demands being placed on all members of Team Coast Guard in operational areas has led those of us involved in recreational boating education to change our focus insofar as our means of delivery.

Several years ago, in partnership with the United States Power Squadrons, the Coast Guard Auxiliary adopted America's Boating Course (ABC) as our sole classroom-based short course. While ABC may not deliver all of the “nice to know” information to the recreational boater, it most definitely includes all of the “need to know” information as defined by the educational standards of the National Association of State Boating Law Administrators. The format of ABC is such that it can be completed in its entirety in one-day. While some of our Flotillas have chosen a two-day approach, the majority opt for a single day presentation. The advantage for the Auxiliary is that it does not make protracted demands upon our instructors for multi-week obligations but instead requires only a single day's commitment. While it took a while for ABC to get “traction”, it is now the leading course that we offer and we are reaching approximately 50,000 boaters annually.

Our experience with America's Boating Course leads us to conclude that the short, one-day, course is sufficient to disseminate that relevant information. In addition, we have learned that we can attract “repeat customers” with additional, pithy, short courses. Utilizing “off the shelf” materials as the basis for such short courses, our Flotillas are successfully attracting students to courses that effectively teach them new skills that enhance their safe boating practices. Over the past two years, the Coast Guard Auxiliary has forged a learning partnership with the International Marine Division of McGraw-Hill and we have framed several short courses utilizing some of their superb off-the-shelf materials:

- The Auxiliary's On Water Training pilot initiative taught us that most boaters are extremely uncomfortable reading and interpreting nautical charts. *How To Read A Nautical Chart* is a text that to those of us familiar with it appears similar to Chart

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1. However, this book is readable and goes into greater detail as far as chart interpretation is concerned. The Auxiliary has created a one-day course built around this book and it is attracting boaters who after completing ABC want to learn more and are willing to devote an additional day to doing so.

- *GPS for Mariners*, by Bob Sweet, is a second book that the Auxiliary has adopted. The course built around this book can be offered in either a "basic" or "advanced" format and depending upon the level of complexity being presented can be completed in one-half day or a full day's participation. Once again, we have emphasized to our members and the boating public that this course does not require an extended schedule commitment but can be completed in one day. With the proliferation of handheld GPS devices in the boating world, it's valuable to make the end-users more familiar with all they can do with these devices and how important they can be to their safe boating activities.

- Under development at the present time is a short course that will be an introduction to piloting for recreational boaters. Taking material from our Boating Skills & Seamanship book, this course will be the first in a series of courses that are designed to enhance the recreational boater's capabilities. When this series is complete, it will include several one-day courses and a final, more comprehensive course, based on *Weekend Navigator*. Recognizing the limited amount of time some of our customers are willing to devote to boating education, we will be offering the Weekend Navigator course either in the traditional classroom-based setting, encompassing more time for the recipient, or in a blended fashion enabling the participant to complete large segments of the course in an online, self-study mode, with a concluding seminar-type final session that will pull all the pieces together.

The Education Department of the US Coast Guard Auxiliary believes that the majority of boating education programs in the future will need to be short, multi-modal, and focused on what the recreational boater wants and needs to know. While we will never abandon the longer, more comprehensive Boating Skills and Seamanship course and will be offering a similar Sailing Skills and Seamanship course in 2007, the principal focus will be on courses that will get boaters in the door and give them vital information that they need to know to stay safe on the water.

SLIPPERY ROCK UNIVERSITY: NAVIGATING THE AQUATIC EDUCATION WATERWAYS

Robert E. Ogoreuc, M.Ed., EMT-B

&

Jeff Smith, MS., WFR

The Aquatics Minor

Slippery Rock University (SRU) is a member of the State System of Higher Education in the Commonwealth of Pennsylvania. The Department of Physical Education has had a long history of preparing Physical Education Teachers and Recreational Specialist. Within the Physical Education Department is a unique minor in Aquatics. Any student can take

the Aquatic Minor from any major. This minor was developed to prepare individuals for a career in aquatic education, recreation and management. It provides the student an opportunity to earn various certifications and gain valuable experiences in a variety of aquatic venues. The Physical Education department, which houses the minor, has 400 plus majors and the Aquatic Minor has over 50 students. All physical education majors are required to take Aquatic Fundamentals. This class teaches a variety of aquatic activities and skills. A vital part of this course is the PA Fish and Boat Commission Boating and Water Safety Awareness course. This insures that all students graduating from SRU in Health and Physical Education will have their state boating education certificate. In this class they get hands on experiences in canoeing, kayaking, PFD use and water safety.

The Aquatic minor consist of 19 credits and includes courses such as Aquatic Fundamentals, Aquatic Leadership, Lifeguarding, Adapted Aquatics, Lifeguard Instructor, Water Safety Instructor, Skin and SCUBA Diving, Flatwater Canoeing Tripping, Canoeing, and Sailing. Some of the popular electives are the boating courses. Our aquatic classroom consists of three swimming pools on campus, as well as state parks with lakes and various waterways. Students get the opportunity to explore boating in a variety of aquatic environments.

Boating Courses

A number of boating courses are offered and one of the more popular is The Flat Water Canoeing Course, a one credit introductory class that is open to all Slippery Rock University students. The official title of the course is Introduction to Flat Water Canoe Tripping. The canoeing course is taught as a progression beginning in one of the on-campus pools. As students develop their skills, the class then moves to any of a number of outdoor locations that are in fairly close proximity to the university. Content addressed in this class stresses water and boating safety, canoeing skill development, water reading and river navigability skills, Pennsylvania laws and regulations pertinent to canoeing, the American White Water rating scale and hand signals for communication, securing and transporting canoes, loading and proper distribution of camping equipment within the canoe, The Pennsylvania Boater Safety Certification, and a minimal environmental impact approach to canoeing and camping.

In addition to canoeing skills, participants develop an understanding and appreciation for the natural resources of the Western Pennsylvania region. It is through this familiarization that students begin to develop a sense of stewardship for natural resources as well as an understanding of boating safety protocol.

Presently, an Introduction to White Water Kayaking course is in development. The proposed course will be a one credit course that will also be open to all Slippery Rock University students. This course will stress boating safety and rescue techniques, various kayak rolling approaches, skill development, water reading and river navigability skills, Pennsylvania laws and regulations pertinent to kayaking, the American White Water rating scale and hand signals for communication, The Pennsylvania Boater Safety Certification, and a minimal environmental impact approach to kayaking.

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The sailing class is taught primarily at Moraine State Park. This is an introductory course in sailing. Students have the opportunity to learn how to rig a sailboat, learn basic maneuvering techniques and water safety principles. In addition, self rescue and group rescue techniques are discussed and practiced.

Teaching Locations

Located in central Western Pennsylvania, we are fortunate at SRU to be in close proximity to some wonderful natural resources. The area's lakes, rivers, and streams provide excellent settings to teach our various boating courses. Moraine State Park is within a ten minute drive from campus. Moraine is a 16,725-acre state park. Contained within the park is 3,225-acre Lake Arthur. With its numerous protected coves, open water areas and easy access points, Lake Arthur is ideal for teaching flat-water canoeing safety and skills, as well as sailing.

Adjacent to Moraine State Park is McConnell's Mill State Park located just fifteen minutes from campus. The character and personality of "The Mill", as it is known locally, is completely different from the quiet Lake Arthur with its surroundings of gentle rolling hills. At McConnell's Mill State Park, Slippery Rock Creek has cut a 250 foot deep gorge, named Hell's Hollow, through the center of the park. The park has excellent rock climbing and the creek boasts class I, II and III+ water. We utilize different flat-water sections of the creek to teach canoeing safety and skills and still other sections are ideal for the kayaking course.

The Allegheny River is north of campus, about a thirty minute drive. The river is a slow meandering river within a fairly narrow 100ft. to 300ft. deep valley with many scenic vistas. We utilize a Wild and Scenic designated flat-water stretch of the river for our overnight canoe trip with students. We are very fortunate at Slippery Rock University to be surrounded with such wonderful waterways.

Boating Safety Education

The most important consideration when offering boating courses is providing the students with a solid foundation in boating safety education and a strong safety skill set. An inherent danger that must be avoided when teaching adventure education is the problem of providing only enough information for the student to get themselves into trouble. Therefore, it is crucial at the introductory level that safety content and appropriate safety skills be emphasized. A few, but not all, safety concepts provided include basics such as examining which types of personal flotation devices are appropriate, stressing the importance of always wearing your PFD while on the water and during rescue scenarios, self rescue techniques, group rescue techniques, the dangers of hypothermia and selecting appropriate attire to avoid it, as well as, basic water reading skills and water hazard awareness.

In addition to the regularly scheduled courses, the aquatic minor has hosted the PA Fish and Boat Commission Instructor courses on campus. This course has been attended by current students and educators in the field. Many of our graduates have then implemented the Boating and Water Safety course as part of their school district's curriculum. The future will continue to see a new wave of activities in boating at Slippery Rock University. The department is developing additional courses in boating and is

exploring the inclusion of an angling course. These programs will result in a trickle down effect of educating more individuals across the commonwealth in the area of boating and water safety.

Slippery Rock University students have an array of aquatics and boating courses available from which to choose. This combined with a sound safety education component and an abundance of fantastic natural resources nearby all help to make the Aquatics Minor and boating education courses at "The Rock" part of a popular and successful program.

PA WATER TRAILS – BUILDING A STATEWIDE SYSTEM

**Dan Martin and Ted Walke
Pennsylvania Fish and Boat Commission**

A water trail is a boating trail with public access, points of interest, guides and signage to direct and promote use of aquatic resources. It's a "where-to" that shows boaters and anglers exactly where they can go to enjoy themselves. It directs the recreational users to the resource. There are currently 19 separate water trail systems built or under construction in the Commonwealth of Pennsylvania.

The PA Fish and Boat Commission's mission is to "provide fishing and boating opportunities through the protection and management of the Commonwealth's aquatic resources." Assisting the development and maintenance of water trails is a perfect fit to our mission.

The Commission designates "Official Pennsylvania Water Trails." We launched our first formal water trail partnership program in 1998. The most important component of a water trail is the trail guide. The guide can be output on paper and / or as a web-based product. Trail guides have a map showing boat accesses and distances from point "A" to "B" and have varying amounts of detail. Many guides show tributaries, major roads and water hazards such as dams. There is information on where to portage, on boating laws and regulations, paddling tips, watchable wildlife, and often historical, geological, cultural and natural features along the way. Guides describe fishing opportunities, give emergency contact information and describe any camping opportunities available along the trail.

The Commission has worked with its partners to develop ten separate water trail guides. The Commission designs the trail guide in cooperation with the partners. This even includes a distinctive water trail logo for each partner. Hundreds of thousands of free water trail guides have been printed by the Commission and distributed through our local partners and Commission outlets.

Another important component of many water trails are the trailhead signs. These informational signs are placed at the trailheads, which are always public boat launches. They are in a "you are here" format and include reminders for boating safety and other brief information.

The Commission's effort on water trails is a team effort in the agency and would be impossible without outside partners. Local

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partners are essential for water trail development and maintenance. Local groups interested in starting a water trail are usually organized into a committee, but someone has to take the lead. Often it is another government agency like the U.S. Forest Service (Middle Allegheny River Water Trail) or Cumberland County (Conodoguinet Creek Water Trail). Other state agencies are also involved. The Department of Conservation and Natural Resources provides leadership and funding for local trail partners and coordination of the statewide program.

The whole point behind everyone's effort on water trails is to get people "out there" safely. Most people are amazed when they travel a Pennsylvania river or stream for the first time. Water trails are an "easy sell" once people get on the water. Everyone usually has a great time, and after they become familiar with the trail, they get attached. One good outcome is that this familiarity fosters stewardship of the resource.

Water trails also serve as a boost to the travel and tourism economy in the areas they cover. There is a growing demand for enhanced boating and outdoor experiences. This is especially true with paddling sports. Kayaking is the fastest-growing sport behind snowboarding and hockey and kayaks are now outselling canoes. Nearly 15 percent of all households in Pennsylvania own a watercraft. An estimated 2.5 million people go boating in Pennsylvania every year.

One of the most important aspects to water trails is that they give the Commission the opportunity to provide basic boating safety information to boaters who may have had limited exposure to this information. From 1999 through 2004 there were 67 recreational boating fatalities in Pennsylvania. The fact that 37 or 66% of those fatalities were in unpowered boats highlights the importance of distributing safe boating information to paddlers.

Water trails are relatively new in Pennsylvania but they are here to stay. The best thing about this project is its future. We look forward to a day when the entire state is linked with a system of interconnected water trails.

INTERNATIONAL ASSOCIATION OF MARINE INVESTIGATORS / H. I. N. 101

Sgt. Eric Lundin, IAMI Training Director

The International Association of Marine Investigators (IAM) was founded in 1986 as an extension of the Florida Marine Intelligence Unit (FMIU). The primary purpose of the Association is to bring together Law Enforcement and private sector marine investigators from federal, state and local police agencies, insurance company investigation units, and private company investigators and marine surveyors to combat marine theft and fraud around the world. Marine crime is high profit / low risk, but can be successfully fought by networking between various agencies involved in marine investigations; proper identification and networking is also key for homeland security concerns. Other objectives of the Association include providing marine theft investigative training, developing and disseminating marine theft materials, providing a forum for marine investigation discussion, and promoting the application, and suppression of marine crime,

vessel accident investigation, marine smuggling, cargo crime, and boating safety issues.

The Association became international in 1999, and has active members in Europe, the Balkans, the Caribbean, Australia and New Zealand. Three-day Training Seminars are held annually in the United States, and a European Conference has occurred each year since 2000. Shorter Regional Training is often held at various times around the country to provide further instruction opportunities. In 2003 IAM introduced the Certified Marine Investigator Program, and has awarded the CMI-I designation to over eighty members working around North America who have demonstrated proficiency in marine investigation knowledge. IAM also maintains working relationships with the US Coast Guard, NASBLA, NICB, IAAI, and IAATI, and has coordinated with these groups in training as well as support for the 17-digit HIN format.

The basic training course offered by IAM in all its venues is Hull Identification Numbers (HIN) 101, a.k.a. Introduction to Marine Identification. Small vessels and / or outboard motors and outdrives, and especially personal watercraft (PWCs) are the primary targets of theft and fraud schemes – therefore, it is of highest importance to understand the proper identification of these marine items and the documents used, such as Boat Titles, State Registrations, Documentation Certificates, and Bills of Sale. The most important identifier for a vessel is the Hull Identification Number (HIN). Three HIN formats have been in use since 1972, all of twelve characters in length. Federal regulations provide for the location and designations used in the HIN, and further break the HIN format into three parts: the Manufacturer's Identification Code, or MIC; the Hull serial number; and the Date of Certification. HINs are burned, etched, embossed, stamped, engraved, raised, use metal and plastic plates for attachment, or are otherwise required to be securely fastened to the hull so that tampering, alteration or removal is readily detected. Homebuilt / rebuilt vessels in most states require inspection and installation of a state-authorized HIN by an LE officer. Due to the number of boat manufacturers and the variety of ways HINs are attached, it is best to become as familiar as possible with the ways various manufacturers create and fasten HINs to their products (Remember: Check the HIN – IS IT NORMAL?).

Other identifiers useful in marine investigation include state registration numbers, ghost numbers, capacity plates, fuel tank labels, electronics serial numbers, sail numbers, and documentation numbers. Vessels manufactured since August 1984 are required to have a secondary, confidential HIN located on the vessel somewhere – location to be determined by the manufacturer, who can direct investigators as required.

Outboard motors carry manufacturer-issued serial numbers usually on outside housings or primarily on transom brackets; often a secondary number is attached within the engine head on a freeze plug. Inboard / outboard motors are similar, but often include three manufacturer-issued numbers: an engine serial number on the motor itself, a serial number on the transom assembly, and a third number on the lower outdrive unit.

Personal watercraft (PWC) identification is similar, but

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wide variations exist even among the five main manufacturers. HINs are characteristically specific to the maker, while other identifiers on PWCs include engine numbers and body production numbers.

Vessel insurance fraud occurs frequently, and may involve vessels reported as stolen before or after accidents, as well as vessel fires, and vessel capsizings / sinkings, and other disappearances. These always involve some fraudulent paperwork, including altered HINs / documentation. Comparison of paperwork to actual vessel registration and HIN is often valuable in detecting marine theft and fraud.

IAMI activities are widespread; of great importance to our cause is support of the proposed 17 digit HIN (12+5) format, now supported by NASBLA and various manufacturers. IAMI is active on the NASBLA Numbering and Titling Committee, as well as on the BAIRAC and Law Enforcement committees. IAMI HIN training is a day-long, hands-on component of the USCG Marine Patrol Officers Course in South Carolina, and is also often taught in marine LE classes at the Federal LE Training Center in Georgia; numerous other IAMI-certified instructors offer training to their agencies and companies each year. Annual and regional training also includes basic marine casualty investigation, insurance fraud, admiralty law, damage repair estimation (also a portion of the NASBLA Advanced Boating Accident course), forensic photography, and marine fires / arson, where IAMI joined the International Association of Arson Investigators for boat arson investigations in Maine in 2005. The CMI program qualifies investigators who have participated in IAMI seminars and classes within and outside of IAMI to take a 150 question examination, resulting in the CMI-I designation and industry-wide recognition as a highly-proficient marine investigator. Our website now contains forums for discussions of IAMI topics and marine investigations, as well as our active members Fraudfighters web reflector for instant dissemination of stolen vessel / fraud cases. Information on membership, activities, training opportunities, and the CMI program can be found at our website, iamimarine.org.

2006 IBWSS MEDIA AWARDS

Eugene Goff, U.S. Army Corps of Engineers

Judges:

Facilitator: Eugene Goff, US Army Corps of Engineers, Portland District

Panel:

Jacky Gorman, State of Connecticut Department of Environment Protection

Jeff Decker, American Boating Education, Richmond, VA

Pam Doty, US Army Corps of Engineers, St. Louis District

Winners were selected from 97 Entries.

Categories:

Givaways/Handouts

Posters/Signs

Booklets/Brochures

Audio PSAs

Video PSA

Electronic Education

Judging Criteria:

Clarity of Message

Uniqueness/Innovation

Boating/Water Safety Message

Easily Modified so Adaptable Nationwide

Winners:

Giveaways/Handouts:

1st Place: Kansas Department of Wildlife and Parks

(Rubber Duck water floatable, hand-held; Message: "Ducks Float, You Don't – Wear Your Life Jacket")

2nd Place: US Army Corps of Engineers, Little Rock District (Pop/Soda can cover-topper; Message: "Wear Your Life Jacket")

3rd Place Tie: US Army Corps of Engineers, Mobile District (Fishing Lure; Message: "Outsmart the Fish, Wear Your Life Jacket")

3rd Place Tie: US Army Corps of Engineers, Mobile District (Vehicle License Plate frame; Message: "Life Jackets on – Always Proud")

Posters/Signs:

1st Place: Minnesota Department of Natural Resources ("Wear Your Life Jacket", body figure showing up on fish / depth finder photo)

2nd Place: US Army Corps of Engineers, National Operations Center for Water Safety ("Most Expensive Cushion- Don' Sit on It, Wear It") Life Jacket Message

3rd Place Tie: South Carolina Department of Natural Resources

("Buy It, Wear It, Zip") Life Jacket Message

3rd Place Tie: US Army Corps of Engineers, Savannah District

Billboard Series: "Wear Your Life Jacket"

Honorable Mention: US Army Corps of Engineers, Mobile District

Student submitted - Spanish Language Poster; Message: "Never Swim Alone"

Honorable Mention: Public Safety Education of Canada "Learn to Swim"

Booklet/Brochure:

1st Place: US Army Corps of Engineers, National Operations Center for Water Safety

"Bobber, The Water Safety Dog" Coloring Book, one book with English and Spanish Languages

2nd Place: State of California Department of Boating and Waterways "Stay out of Carbon Monoxide - CO Zone" Brochure

3rd Place: State of Alaska Boating Department and Partnership "Kids Don't Float, Life Jackets Do" Activity Book

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Audio PSA:

1st Place: Minnesota Department of Natural Resources

"Life Jacket"

2nd Place: US Army Corps of Engineers, Savannah District

"Swim Lessons"

3rd Place Tie: State of Nevada, Department of Wildlife

Spanish Language PSA addressing safety around the water

3rd Place Tie; US Army Corps of Engineers, Savannah

District "Don't Drink and Drive" & "Learn to Swim"

Video PSA:

1st Place: Syntax Productions as submitted by the State of Alaska "I Just Wish"

2nd Place: US Army Corps of Engineers, Vicksburg District

"Watch Your Children"

3rd Place Tie: US Coast Guard, 9th District, Cleveland, Ohio

"Weather"

3rd Place Tie: US Army Corps of Engineers, Vicksburg District "Throw Bag"

Electronic Education:

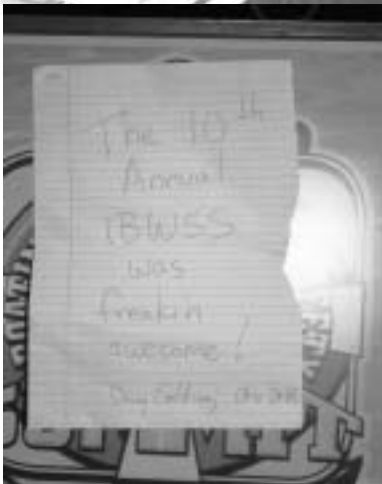
1st Place: US Army Corps of Engineers, National Operations Center for Water Safety "Bobber, The Water Safety Dog" interactive cartoon / animation, bobber.info

2nd Place: Tennessee Wildlife Agency

"The Bear Drop"

3rd Place: US Army Corps of Engineers, Mobile District

"Water, Water Everywhere"



NATIONAL WATER SAFETY CONGRESS AWARDS LUNCHEON

Opening Remarks by Bobby Pharr, President National Water Safety Congress
and Jeff Hoedt, U.S. Coast Guard

Award Winners Announced by Mac Wimbish Awards Chair

REGION ONE – MATTHEW ZLOCKI, VICE PRESIDENT

Awards of Merit:

Dan Weller, Bedford, High School, Bedford, Ohio
Paul Hegreness, City of Mentor Recreation Department,
Mentor, Ohio
Earl (Sig) Sigmund, Lake Metroparks Volunteer, Lake
County, Ohio

Letters of Commendation:

Spirit of America Foundation, Youth Boating & Water
Safety Mentor, Ohio
Brenda Gibson, Miami, Ohio Conservancy District
Bob Hinkel (Posthumously) North Central Ohio Water
Safety Council

REGION TWO – TOM PLANTE, VICE PRESIDENT

Awards of Merit:

Marty Eby, Iowa Department of Natural Resources
Don Stevens, Janet Hoskins, & Joanie Hayden
Ft. Riley Middle School 8th Grade Physical Education
Department
Bill Wineland, Iowa Department of Natural Resources
Matt Bruner, Iowa Department of Natural Resources

Letters of Commendation:

Steve Prockish, United States Army Corps of Engineers

REGION THREE – MAC WIMBISH, VICE PRESIDENT

Awards of Merit:

Colonel Anthony Vesay, Commander Vicksburg District,
United States Army Corps of Engineers
Commander Dwain L. Rodman, Virginia Beach Sail and
Power Squadron
North Georgia Land Department, Georgia Power Company
Rangers Christopher Purvis & Ginger Bjornson, Altoona
Lake Mobile District, United States Army Corps of
Engineers
Grenada Lake Water Safety Team, Vicksburg District
United States Army Corps of Engineers
Christopher Lanni, Mobile District, United States Army
Corps of Engineers
Arkabutla Lake Field Office Staff, Vicksburg District, United
States Army Corps of Engineers
Captain Dennis Grealish & Lee County Marine Law
Enforcement Task Force, Florida Fish and Wildlife

Letters of Commendation:

Rangers Hugh E. Gurner & Kathy B. Sullivan, Enid Lake,
Vicksburg District, United States Army Corps of Engineers
Lower Ohio Valley Flotilla 8-3, United States Coast Guard
Auxiliary

John Breedove, Flotilla 81 Commander, United States Coast
Guard Auxiliary
Wal-Mart Stores, Northern Mississippi District
MS Technology, Inc., Carters Lake, Georgia
Janice Wood, Volunteer, Walter F. George Lake
Harry Bennett, MS Technology, Inc. Carters Lake, Georgia
Theodis L. Williams, Mobile District, United States Army
Corps of Engineers

REGION FOUR – ARLYN HENDRICKS, VICE PRESIDENT

Awards of Merit:

North Texas Water Safety Coalition, Ft. Worth, Texas
KMAC Radio 99.7, Mountain Home, Arkansas
Alan Main, United States Coast Guard Auxiliary

REGION FIVE – RICHARD DROESBEKE, VICE PRESIDENT

Awards of Merit:

American Park Network, National Park Service
& America Honda Motor Company Partnership
Phoenix Children's Hospital, Water Watchers Safety
Program
Judy Remy, Disney Radio KIID AM 1470
Safe Kids Coalition of Greater Sacramento, Drowning
Prevention Center

Letters of Commendation:

Bruce Rowe, Forever Resorts, Scottsdale, Arizona
Brienne Short, World Wide Expeditions
Thomas J. Gunn, United States Coast Guard, Retired
Lyle Gingery, Jordanelle State Park, Utah State Parks and
Recreation

REGION SIX – RANDY HENRY, VICE PRESIDENT

Awards of Merit:

Michael Knopf, The Dalles, Portland District
United States Army Corps of Engineers
Kevin Paff, North Pacific Division United States Army
Corps of Engineers
Chuck A. Opet Trinidad Lake, Albuquerque District
United States Army Corps of Engineers
Central Peninsula Hospital & Channel 2 Broadcasting
Company, Alaska

Letters of Commendation:

Bernie Altishin, Oregon State Marine Board
Dean Terencio, United States Coast Guard Auxiliary,
Alaska

HUNTER MARINE SPECIAL SAFETY AWARD

2006 Summit Awards Banquet

NATIONAL SAFE BOATING COUNCIL AWARDS

Boating Education Advancement Awards (BEAA) Sponsored by Coors Brewing Company

BEAA Regional Award Winners

Northern Region – Lake Metroparks Boating and Safety Education Program, Ohio

Southern Region – Boat South Carolina, South Carolina

Western Region – Tri-State Boating Safety Fair, Arizona, California, and Nevada

Canadian Region – Rental Boat Safety Program, Canada

BEAA National Award Winner
Lake Metroparks Boating and Safety Education Program, Ohio

Boating Safety Youth Program Award Sponsored in part by West Marine Products

Boating Safety Youth Program Award Winner
Pacific Skyline Boy Scout Council – Sea Scout Safety at Sea Weekend

2006 Boating Safety Hall of Fame Award Winners
Charlie Clark
Pam Dillon

NATIONAL WATER SAFETY CONGRESS AWARDS

Regional Awards:

Region One Award:

Harry L. Allen Jr. Spirit of America Youth Education Foundation

Region Two Award:

Vince Deur Great Lakes Beach and Pier Safety Task Force

Region Three Award:

William R. Mason, National Press Corps,
United States Coast Guard Auxiliary

Region Four Award:

Dr. Howard B. Haines Lake Thunderbird Educational Foundation

Region Five Award:

Forever Resorts, Scottsdale, Arizona

Region Six Award:

O'Loughlin Trade Shows, Portland, Oregon

National Award:

The United States Coast Guard Auxiliary

President's Award:

Tom Plante

2006 Summit Awards Banquet



Northern and National BEAA winners (Left to Right) Brian Fowler, Ed Carter (NSBC Chair), Deanna Rice (Coors Rep), Brian Davidson, Marie Kozan



Thomas Plante and Regional Winner Vince Deur



BEAA Winners: Karen Swink, Robin Camlin, Peter Garapick, Greg Meaker, Ed Carter (NSBC Chair), Deanna Rice (Coors Rep), Brian Fowler, Brian Davidson, Marie Kozan, Gloria Sandoval



Boating Safety Youth Award Winner Carl Shellhorn with Jimmie Homburg, Sea Scout National Commodore and Ed Carter, NSBC Chair



Bobby Pharr with Mr. & Mrs. Harry Allen, Spirit of America Foundation

2006 Summit Awards Banquet



Southern BEAA Winners Karen Swink, Robin Camlin, Deanna Rice (Coors Rep) and Ed Carter (NSBC Chair)



Deanna Rice (Coors Rep), Western BEAA Winner Gloria Sandoval, and Ed Carter (NSBC Chair)



Paul Kennedy, Mac Wimbish and Marty Law.



Bobby Pharr and Tim Smalley.



Canadian BEAA Winners Greg Meaker, (far right) Peter Garapick, Deanna Rice (Coors Rep) and Ed Carter (NSBC Chair)

2006 IBWSS



The Official Sunscreen of the IBWSS. Thank You to Panama Jack for your donations and support of the Summit!



Thank You to St. Petersburg/Clearwater Area Convention and Visitors Bureau! Your support made our stay in Florida great!



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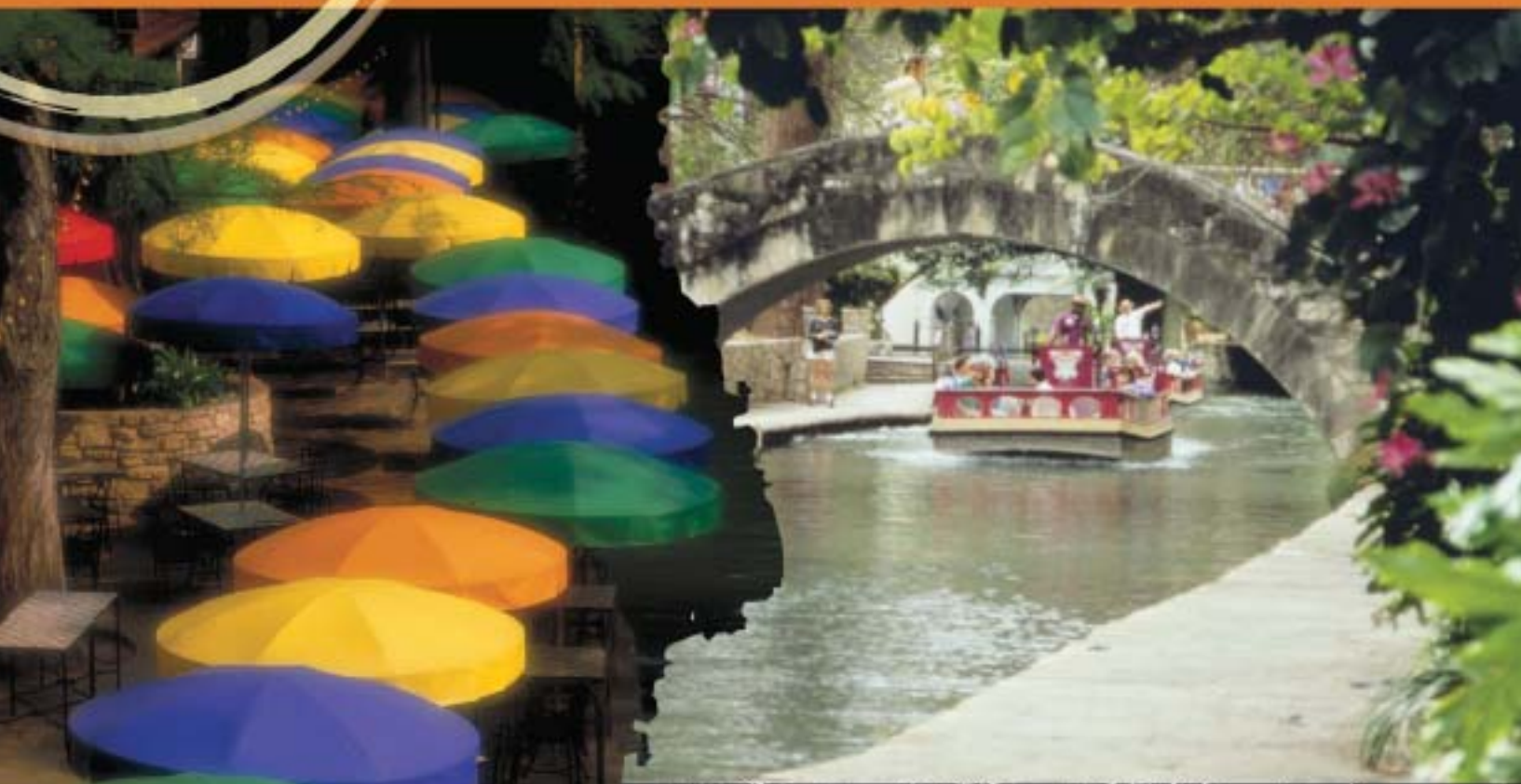
Introducing Brunswick Commercial & Government Products, Inc. You knew us for years as the commercial and government division of Boston Whaler. Building the safest, longest-lasting, most dependable platforms for Law Enforcement / Security, Special Operations / Combat, Fire / Rescue and Workboat applications. We still do. But we've evolved substantially to meet the continually changing needs of our customers. Today, as a subsidiary of Brunswick Corporation, we're a standalone company with our own dedicated manufacturing facility for commercial Whalers. 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. We offer models in mission-specific configurations, plus an extensive range of cost-effective, off-the-shelf options. And our complete custom capabilities can provide for specialized requirements. Contact us. Because more than ever, we're built for one specific mission: yours.

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