## San Diego, California ~ April 16 - 19, 2008



# Your Summary from The 12<sup>th</sup> Annual International Boating and Water Safety Summit

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



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

# BoatU.S. Congratulates The National Safe Boating Council

#### BoatU.S. is proud of its long standing partnership with the National Safe Boating Council.

Our founder Richard Schwartz was one of the founding members of the NSBC, and this special relationship continues today with BoatU.S. staff who volunteer for the Council. BoatU.S. also sponsors the NSBC Boating Safety Youth Award, which recognizes individuals and organizations that have developed innovative youth boating education programs. BoatU.S. and NSBC share the mission of promoting safe boating through education and outreach. Both groups provide a diverse array of programs and materials to help make boaters safer on the water and enhance the boating experience. We have enjoyed our many years working with NSBC and look forward to many more.





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## International Boating and Water Safety Summit

Dear Fellow Summit Participants:

The National Water Safety Congress and the National Safe Boating Council are pleased to present the Proceedings from the 12th Annual International Boating and Water Safety Summit. We had over 400 boating and water safety professionals and volunteers in attendence as "teachers" and "students" as knowledge and techniques were shared during general and break out sessions. The new format with outdoor, hands-on, and sometimes in the water, break out sessions were well attended. The city of San Diego offered many close-by opportunities to fill the little free time that this year's busy schedule allowed.

The Summit is helpful to anyone involved with boating and water safety. As you will see from the following pages, there were sessions for everyone and the freedom to "cross-train" during break out sessions. If you would like more information on any sessions, please contact the presenter listed with the session. (Summit attendees are listed in alphabetical order beginning on page 46.)

We encourage you to put next year's Summit on your calendar, which will be held at the **Marriot Bay Point Resort in Panama City Beach, Florida, April 19 – 22, 2009**. The west coast of Florida is an ideal setting, and we urge you to keep an eye on our websites (www.watersafetycongress.org and www.safeboatingcouncil.org) for registration information. The 13th Annual International Boating and Water Safety Summit promises to be a spectacular event — Make thirteen a lucky number and plan to attend!

Thank you to all who participated in the 2008 Summit in San Diego, we look forward to seeing you in Panama City Beach next April.

Arlyn Hendrícks

President National Water Safety Congress www.watersafetycongress.org

Ruth Wood

Chair National Safe Boating Council www.safeboatingcouncil.org

## ···· Ore-Summit ·O····

NSBC/Close Quarter Boat Handling NSBC/Instructor Training Course NASBLA Education & Awareness Committee NWSC/Board of Directors Meeting USACE National Training Program NASBLA Education Standards & Best Practices Subcommittee NASBLA Marketing & Outreach Subcommittee NASBLA Marketing & Outreach Subcommittee NASBLA Boating Course Administration Subcommittee NSBC Board Meeting BEAP State Education Specialist Meeting (NASBLA) NWSC/New Jersey State Police Training NASBLA Water Way Management USACE VSC Training NSBC General Membership Meeting

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Every effort has been made for accuracy in the production of the Proceedings regarding information of presentations. We regret and apologize for any omissions or errors.

## **WEDNESDAY, APRIL 14** • ... **THE OPENING RECEPTION**



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#### Color Guard – Presentation of Colors Invocation Greeting and Welcome Recognition of Invited Honored Guests

#### **Guest of Honor:** James Muldoon, Chairman, National Boating Safety Advisory Council

#### **KEY ISSUES – RECENT RESOLUTIONS**

Despite the success of the RBS program, the ever-evolving boating environment continues to present challenges. After more than 20 years of declining fatalities, we seem to have leveled off at a rate of about 700 deaths each year in recreational boating accidents, and injuries appear to be slightly increasing over the past few years. We must do more to continue to reduce the number of fatalities and injuries.

#### Education

A key area identified as an effective strategy for reducing boating accidents is the education of recreational vessel operators. The Council acknowledges the fine efforts of the states and the numerous boating safety partners in providing courses and materials, but some concerns have been recognized along the way.

There are concerns about a number of issues:

- the lack of uniformity between the various state requirements,
- · lack of reciprocity between some states,
- the decision by many boaters not to take a boating safety education course when they're not mandated to, and
- lack of consistent acceptance of various boating safety courses.

These concerns were addressed in 2004 by the Council, who adopted a resolution advising the Coast Guard to seek the legislative authority to establish a federal education requirement that would resolve this situation and result in a substantial reduction in boating accidents.

From 2004 through 2007, the Coast Guard did unsuccessfully attempt to get such legislation enacted. Without a doubt, confusion over the proposed legislation hampered their efforts.Then, in the fall of 2007, the Coast Guard asked the Council whether they should continue to seek such legislative authority; and the Council responded with a unanimous "yes."

This time, though, the Council decided to address the past confusion by initiating a workgroup to provide recommended legislative language for the Coast Guard to consider. That workgroup, representing 13 boating organizations, met on December 3, 2007 and did provide that direction.

Some of the advice included:

- that the language in this piece of safety legislation should not include a requirement for identification of the vessel operator;
- that it should apply only to motorboat operators;
- that it should have a quicker phase in period than to be based from a birth date;
- that it should accept the student's successful passage of any federally-recognized boating safety course or equivalency examination (NASBLA-approved);
- that it should provide for nationwide reciprocity and enhanced uniformity;

- that it should allow a "grace period" for new boat purchases; and
- that renters should only have to pass an abbreviated quiz or be provided a safety briefing prior to renting the craft and operating it.

These recommendations and more were quickly forwarded to the Coast Guard for their consideration.

#### Wallop Breaux

Next, the Council recently considered the upcoming expiration of the Authorization of the Boating Safety Grant Program and primary funding being provided to the Sport Fish Restoration and Boating Trust Fund. Formerly known as the Wallop-Breaux Trust Fund, this authorization will expire at the end of September 2009. These grant funds provide vital financial support to the state boating safety programs as well as to a large number of national non-profit organizations. Thus, it is essential that this funding be continued and that the funding even be enhanced.

The Council unanimously adopted a resolution regarding this at our fall 2007 meeting, where we advised the Coast Guard to seek legislation that would accomplish this. We recommended the continuation of the grant program; and recommended additional funding for the program, some of which would come from proposed new revenue sources.

This resolution was quickly forwarded to the Coast Guard for their consideration.

#### **STRATEGIC PLANNING**

On another topic, I'd like to address the Strategic Plan of the National Recreational Boating Safety Program. To all of you who were at the International Boating and Water Safety Summit last year in Texas, you'll recall that we had the signing ceremony for this Plan during the Summit. This Plan is based on performance measures that help us all to work together to achieve great things.

With specific direction concerning:

• life jacket wear, and

• public awareness and education concerning boating safety, and

• manufacturer compliance with construction standards Most importantly, we now have specific direction as to how to effectively reduce boating accidents. Included in this are specific measures for how well we're doing in accomplishing the goals and objectives, as well as targets for us to strive for.

As an update, we're proud to say that we now have 19 organizations who have signed on as partners to this Plan. If you're already using the Plan, great. If not, you can view it on the Coast Guard's boating safety website and join us onboard this moving ship.

Additionally, we are working now to complete the official Report on the Plan, which should be completed at next week's NBSAC meeting in Maine – April 25-27. It will then be available for viewing on the website shortly after the meeting.

But don't think that the work is done when this Report becomes available. In fact, the work is just beginning. Now is the time to implement the strategies identified in the Plan and then to measure for success. We need for everyone with the boating safety partnership to work their hardest to assure that we continue to make boating safer and more enjoyable for current and future generations of recreational boaters; and you play a key role in that effort.

To keep us on track with the implementation of this Plan, the Council has formed an official Strategic Planning

Subcommittee, currently chaired by Fred Messmann from Nevada. He did an exceptional job of guiding us through the development of the Plan, and he's doing an equally exceptional job of now guiding us through the implementation and measures. Some of those measures include those that we've used in the past, and some new ones. From the past, we're continuing to monitor the boating accident statistics.

We're also using the JSI life jacket wear observation study, activity reports submitted by the states and other partners, Coast Guard activity reports, and an upcoming national boating survey.

Collectively, our focused efforts will make a difference, thus demonstrating the *power of partnerships*. Truly, the boating safety program is a partnership effort; and you make the difference.



#### Cold Water Boot Camp<sup>©</sup> A National Water Safty Congress Project Update Presented by Cecilia Duer, Executive Director, National Water Safety Congress and Ted Rankine, Play Safe Productions, Canada

The project was described and updated through video presentation which gave a "sample" of the filming done in Ohio with 8 "Campers" in 38 degree water in Lake Erie.

The full video presentation and classroom materials will be distributed in September of 2008.

Cold water is a significant factor in drownings within the recreational and commercial boating community. Whether it's a cruising sailor gone overboard on Long Island Sound in May, a recreational fisherman falling from a canoe into San Francisco Bay in the middle of summer, a hunter tumbling from his skiff into a lake in the nesota in November, a commercial fisherman swept overboard by waves in Alaska... cold water can and does kill. And it will continue to do so every that until awareness, unsafe attitudes and behavior are addressed.

Cold Water Boot Camp is a multi-media program designed to educate boaters and other water user but the effects of cold water immersion, how to avoid and/or minimize the effects of an action intal immediate and to save lives.

Cold Water boot Camp is a multi-faceted educational program inded to inform, motivate and change behavior of the target audience; to present the facts about the dangers of converter in a sting. The "Boot Camp" program is best descended as "Fear actor" meets "Myth Busters" in cold water.

While the "Boot Camp" program is designed to "shock" the participants/volunteers, readers, viewing audience and web visitors, they will develop an understanding that cold water can kill and that you should be prepared to avoid it in any way possible.

It will also have a very clear survival message: Should you end up in cold water, being prepared and following some simple steps can help keep you alive to either effect self rescue or at least survive longer and increase your chance of rescue. Immersion into cold water is a manageable risk if the victim understands the effects and is reasonably prepared, with the most important part of the preparation to already be wearing a floatation device before they find themselves in the water.

The finished programming will be aired on broadcast television, as a teaching aid for boating and outdoor recreation education, on the internet and in print.

Designed as a "Fear Factor" style of presentation, a number of volunteers were required from across the country to participate. All of the volunteers were placed in (very) cold water and experienced first hand the effects of cold water immersion that did include initial gasping, eventual incapacitation and taken into mild hypothermia. They were also interviewed about their experiences and what they had learned. Every possible precaution was taken to ensure the volunteers safety.

A very thorough safety protocol was put into place and was a very important part of the project. That information on developing a safety protocol for this type of event/test/research is now available through the NWSC.

> Guest of Honor: Jeff Hoedt, Chief of the Boating Safety Division, USCG Office of Auxiliary & Boating Safety

#### **Explanation of Operations**



#### CG-542 Gigalization Chart

Introduction and explanation of: A Federal Proposal for



#### **Mandatory Education**

History and Status:

- Spring 2004 NBSAC resolution advising USCG to seek legislation authorizing USCG to promulgate mandatory education regulations.
- USCG/Administration sent legislative change proposal to Hill to do this in early 2006 and early 2007.
- Proposals failed probably because of misperception, confusing terminology, concern over possible future CG direction.

Fall 2007, NBSAC resolution advised USCG to continue work on legislation for federal mandatory education and to create workgroup.

- NBSAC workgroup met December 3, 2007. 13 organizations represented.
- USCG legislative change proposal has been rewritten and is going through final clearance at this time.

#### Update: Sport Fish Restoration & Boating Trust Fund

2005 Reauthorization Provided More Money:

- National Recreational Boating Safety Program (*RBS*) now receives 18.5% of Sport Fish Restoration and Boating Trust Fund revenues instead of prior \$64 M per year.
- FY 05 State Grants \$56 M Nonprofit grants ~ \$2.9 M
- FY 08 State Grants \$122 M Nonprofit grants ~ \$6+ M

Current authorization expires in 2009:

- October 2007, NBSAC resolution advising USCG to seek legislation to reauthorize funding and to seek an increase in RBS funding.
- USCG has developed a legislative change proposal to do this status.

#### Update: National RBS Program Strategic Plan

THE POWER OF PARTNERSHIPS: A Common Vision For All RBS Partners

**RBS** Mission Statement

• "To ensure the public has a safe, secure, and enjoyable recreational boating experience by implementing programs that minimize the loss of life, personal injury, and property damage while cooperating with environmental and national security efforts."

**RBS** Performance Goals

• Specific targets for numbers of casualties (injuries and deaths) set per year through the year 2011. (Measured on a fiscal year and a calendar year basis.)

**RBS** Objectives

- Track boating safety education certificates issued (students certified) annually, then set target;
- Measure the boating public's awareness of safe boating practices, then set target;
- Track the number of individuals who complete an advanced boating education course or an on-the-water skill course, then set target;
- Increase adult life jacket wear-rate in open motorboats by 3% each year. The 2006 wear-rate was 4.5%. The 2007 target was 4.63%.

RBS Sub-tier Goal

• Evaluate the impact of grant programs in achieving the goals of the strategic plan.

#### Update: National JSI Measurement of Life Jacket Wear

- Annual observation study.
- JSI initiated measurement in 1998.
- Overall wear rate has varied insignificantly from year to year between 21.3% (low-1999) and 23.9% (high-1998).
- 2007 wear rate 21.4% (with PWCs).
- 2007 adult rate without PWCs 8.5%.

#### Update: Effectiveness Measurement Project Life Jacket Wear

- NSBC, California, BoatU.S. and PCI providing resources to California Delta Region to increase voluntary wear of life jackets.
- JSI did wear rate study in 2006 to set baseline. Strategies implemented in 2007 and 2008.

Wear rate is being re-measured each year to test effectiveness.

#### Update: National Boating Survey

- 2006 Nonprofit Grant Awarded to NMMA to create survey instrument and method.
- Working to implement survey in fall of 2008.
- Survey to be completed every 2 years.

#### **Update: RBS Performance Goals**

- 2007 statistics working to finalize number in May prior to Safe Boating Week.
- Preliminary numbers indicate a probable reduction in deaths compared to 2006, but increases in property damage and injuries.
- The RBS Challenge.
- Partnerships essential to success.

#### "The Power of Partnerships"

- A Potential New Partner
- The National Youth Marine Alliance
- Developing resources to enable Allied Organizations to provide children with access to water based educational and recreational opportunities.

#### **Guest of Honor:**

#### *Robert Gauvin, USCG Office of Vessel Activities* **Small Vessel Security -** How the Department of Homeland

Security is moving forward to coordinate security actions with small vessel stakeholders throughout the United States and abroad.

#### Meagan Johnson, C.S.P., Generational Humorist

Meagan Johnson's presentation offered help in navigating the challenging generational waters. Meagan wants you to have fun and consider a different way of thinking ... for a better way of living with all the generations.

#### Guest of Honor: Robert L. Sumwalt, Vice Chairman NTSB

#### *"Code X" Video* Nick Lerma, Boating Safety Lieutenant, San Diego Life Guards

Lt. Nick Lerma of the San Diego Lifeguard Service introduced a new training film that will soon be released with the cooperation of United States Lifesaving Association to assist in the training of public safety agencies of how to handle a Code X, a confirmed submerged victim. The video uses real life incident

to illustrate the importance of the Incident Command System and the procedures to follow for a submerged victim.

#### The International Lifesaving Federation (ILS) 2007 World Drowning Report Barbara Byers

#### **Executive Summary**

This is the first ILS World Drowning Report. The report aims to:

- define the current global drowning problem
- identify the current state of drowning mortality data collection

• provide strategies to enhance and encourage better data collection

• provide opportunities for global learning from case profiles of countries with well-developed reporting systems and mechanisms

The ongoing goal is to improve the quantity and quality of data collection. Most importantly, ILS intends that this report and its successors will assist in the development of intervention strategies to employ scarce resources toward the most effective drowning intervention strategies. The ultimate goal is a meaningful reduction in the incidence of drowning worldwide.

#### What is known about world drowning?

In our world, things seem not to count unless they can be counted. Unfortunately, the collection of drowning data is a formidable challenge. Many countries do not have complete or reliable data on drowning fatalities. There is no data for many countries and regions – even from developed nations. As well, since the reliable data that is available excludes cataclysms, suicides, etc., tens of thousands of drowning deaths are not included in existing figures.

Currently, the World Health Organization (WHO) collates the most comprehensive global data on drowning mortality. Even while acknowledging that drowning deaths are significantly underreported, WHO identifies drowning as the third leading cause of unintentional injury death after motor vehicle collisions and falls. The World Health Organization estimated 409,272 people died from drowning in 2000 (1), and 382,000 in 2002 (2).

The drowning trends, factors and high-risk groups identified from the data from the 16 ILS Member Organizations represented in this report is consistent with that of the World Health Organization *Factsheet on drowning*.

#### **Conclusions and recommendations**

Drowning is a serious threat to world health. United Nations world population projections mean we can anticipate that the drowning problem is going to get worse without significant intervention, especially in developing countries (3). As the *world water safety* organization, the International Life Saving Federation has an obligation to take a lead role in defining and articulating the drowning problem.

The International Life Saving Federation will provide leadership in communicating the nature and scope of the world drowning problem and provide guidance to Member Organizations, governments and partners concerning solutions to the drowning problem.

Counting victims does not save lives or reduce drowning – but understanding the magnitude of the problem and identifying the risk factors does allow ILS to provide effective prevention actions to the highest risk populations, locations and activities. The International Lifesaving Federation plans to publish its World Drowning Report with regular frequency. ILS will work with its member organizations and others to initiate data collection where none exists and to improve the quality of data collection where it does exist.

In many countries drowning is a significant problem, but countries are not able to provide accurate counts of these deaths. Even so, the ILS World Drowning Report 2007 and subsequent editions will assist Member Organizations in deploying scarce resources for the most effective drowning intervention strategies aimed at high-risk target groups. The ultimate goal is a meaningful reduction in the incidence of drowning worldwide.

The International Life Saving Federation should adopt intervention models that can be used by its Member Organizations to raise awareness about measures that can be taken to provide proactive water safety programs. Such models can include the World Health Organization's principles for drowning prevention identified in its *Factsheet on drowning*, and the "drowning chain" under development by the ILS Rescue Committee.

Prevention programs should encompass strategies to address the needs of high-risk target groups and focus on: • Environmental modification: removing hazards or creating barriers

• Protecting those at risk: promoting change in risk-taking supervision; and promoting swim and lifesaving skills development

• Training the general community in water safety and resuscitation

#### The complete report

The ILS World Drowning Report 2007 is the culmination of the work of the Drowning Report Committee with the support of ILS member organizations who submitted their data. The complete report is available at www.ils.org and it is published in the International Journal of Aquatic Research and Education, Volume 1, Issue 4.

#### It's Your Turn: A Defensive Boating Primer Robert Kauffman

The new ACA video depicts defensive boating practices and rules of the road from the perspective of kayakers. However, a secondary message of the video is that it clarifies rules of the road and boating practices for power boaters dealing with paddlers. This presentation familiarized the boating community to this new and useful video during the general session.

#### From the Beach to the Open Sea – Joined up life-saving Peter Chennel, Royal Lifeboat Institution

The Royal National Lifeboat Institution (RNLI) has provided a lifeboat *service* in the United Kingdom and Republic of Ireland since 1824 and is recognized as a world leader in the provision of offshore search and rescue through a predominantly volunteer-based organization. In 2001, the RNLI decided to expand its remit to include beach lifeguarding to provide an integrated lifesaving service from the beach to the open sea.

The RNLI now provides a lifeguard service to local authorities and beach owners on over 70 UK beaches employing over 400 paid lifeguards during the Summer season. Subject to risk assessment, the service will continue to expand to cover an additional 10 to 20 new beaches annually. It is envisaged that over the next 10 to 15 years the RNLI will provide a national lifeguard service that complements the existing national lifeboat service currently provided by over 230 lifeboat stations.

After the initial cultural and operational differences between the lifeguard and lifeboat service had been overcome, the lifeboat stations embraced lifeguarding as part of one single humanitarian lifesaving service. An integrated approach to management, maintenance of standards, together with joint training exercises and close cooperation during operations has helped to create a seamless approach to saving lives at sea. This partnership approach has also resulted in the sharing of ideas and standards, covering operational techniques and lifesaving equipment as well as fitness standards.

As a secondary consideration to the RNLI's remit of 'saving lives at sea', the expansion into beach lifeguarding has enabled the RNLI to increase its appeal to a greater crosssection of the public who are potential supporters, donors and lifesavers for the future.



#### The Wear It Initiative – Making the Boating Safety Message Count Virgil Chambers, National Safe Boating Council

The North American Safe Boating Campaign has historically been a national grassroots campaign using a PR firm and volunteers from member organizations to disseminate boating safety information to the public. The success of the 2007 campaign in the Delta Region in Sacramento, CA is a classic example of the NSBC developing and implementing a targeted campaign in one geographic location for the purpose of measuring the results of a specific effort on life jacket wear. The NSBC worked with various organizations, including the California Department of Boating and Waterways, the U.S. Coast Guard, BoatU.S. Foundation, and other organizations to pool resources and work together to create a highly targeted media campaign aimed at a change in behavior among the general public of this region.

How did this success occur? How can all states reflect the same positive changes that were evident in the targeted effort on the Delta? "Wear It!" demonstrates how to make the boating safety message count among various avenues to create the more optimal results. With strong visibility among boaters, advocates and some of the nation's most prominent media outlets – including newspapers, magazines, television and radio stations – "Wear It!" works well as both a stand-alone name for any community's promotional initiative as well as a nation-wide name to reach various audiences.

When advocates join together to ensure that the message is not delivered through only one venue, the overall communications campaign becomes transformed. Instead of individual splashes of messaging here and there, the cause becomes swept up in one giant wave of message distribution – ultimately resulting in much greater reach, and penetration amongst key target audiences. The hope is that such consistency, frequency, and diversity of communications would eventually impact the consciousness of the boater – and instead of just *seeing* or *hearing* the message, he or she would begin to *act* on the message. The power of the "brand" allows the branding to change from just a logo, to a promise, and to an experience.

#### **General Objectives:**

- To increase public awareness about the comfort and availability of new styles of life jackets, especially the inflatables.
- To show a measurable increase in life jacket wear through the JSI study or other accepted studies.

Participating organizations worked together in the beginning stages of the "Wear It" targeted effort to create a unified message that would be able to work under the "power of 'one voice'". One voice makes the boating safety message more effective!

### A consistent message + focused strategies and efforts = measurable results

As the NSBC and participating organizations continue this targeted effort as well as on a national scale, we invite you to join in our 2008 unified voice. More of the unified, single message will not only give it more exposure, but it will also help to strengthen the message throughout and make it more recognizable and, in turn, more effective.

In the targeted effort, we integrated experiential marketing into a number of other marketing strategies. Using the experiential approach we created a hands-on learning experience. The brand (concept) became a tangible physical experience. We campaigned person to person (boater to boater). In doing so, we got up front and personal with the boater. We went to the source – we took it to the boaters where they boat, where they launch, where they dock, where they fish – one lake, one river, one boater at a time. We got personal with a Try it, You'll Like It approach. We distributed inflatable life jackets with personalized use instructions (thanks to Stearns and Mustang Survival for discounted life jackets, and LELAND gas technologies for the donated free cylinders). We received enlightening feedback from the boaters who pledged to try it. The pledge cards are another example of a tangible result - the boater signed the card pledging to not only wear the life jacket at all times, but to teach and encourage others to wear life jackets and to boat safely and responsibly.

In taking all these steps, we hope to reinforce that a good, positive *experience* will become part of a lifestyle. In essence, we're making the "Wear It!" brand become the experience.

We do this by helping boaters discover through their own "ahha!" hands-on experience rather than the traditional spoon-fed advertising. The result is that the boaters are getting more out of the experience and the organization (i.e. – the NSBC, etc.) is actually getting simultaneous feedback the moment the encounter occurs.

The "Wear It!" marketing played a large part in the success of making the boating safety message count.

#### Wear It! message + events + life jackets + pledge = an experience that leads to a change in behavior and recognition of a smart lifestyle

The team effort helped not only to increase the amount of marketing, but the quality of the marketing that was reaching the boaters. For example, the California Department of Boating and Waterways offered state expertise with locales and target audience to direct the brand. The U.S. Coast Guard was essential in providing funding to deploy the brand. BoatU.S. Foundation provided added coalition to raise awareness among non-traditional audiences (anglers) and National Safe Boating Council provided best practices born from the national "Wear It!" brand.

It's essential to consider other partnerships as well. Commercial partners such as restaurants, media stations (such as television and radio stations) and retailers can prove to be great partners to get the boating safety message out. They all have something different to offer that will help to strengthen the overall message. Media partners can help by dedicating on-air time, talent, and invaluable promotion to the effort to keep boaters safe. Creating a relationship with the local media can be beneficial for both parties. Not only will the media get front-page news and the scoop on the newest safety messaging in boating, but events such as the effort's Kick-Off Event will be covered and showcased across many demographics.

The targeted effort on the Sacramento Delta area in 2007 is proof that the boating safety message is effective. The 2007 ISI study showed a drastic increase in both inflatables and traditional life jackets from 2006 to 2007. Almost half (48%) of active boaters said that their use of a life jacket while boating has increased since they received the free life jacket at the "Wear It California!" event. Fifteen percent of boaters that received free life jackets and signed the pledge card at the "Wear It California!" event purchased additional life jackets. Of those who purchased additional life jackets, 29% purchased one additional life jacket, 32% purchased two, and 37% purchased more than two. A large majority (89%) of active boaters said that the reactions of family and friends to the free life jacket were mostly positive, and almost one-third of active boaters (30%) knew someone who was influenced by the free life jacket to buy one themselves.

Also occurring after the targeted campaign, roughly onethird (35%) of active boaters always wear the free life jacket they received at the "Wear It California!" event while boating, and 42% sometimes wear the free life jacket. A substantial percentage (42%) of active boaters who still own the free life jacket plan to always wear the free life jacket while boating during the next 2 years, and an equal percentage (42%) plan to wear the free life jacket at least sometimes during the next 2 years.

What's the best way to make sure that the boating safety message is reaching all boaters? Adopt the "Wear It!" message in your own organization and within your own life style. Use it when promoting boating safety and life jacket wear. Educate the public to the new comfortable life jackets options with inflatables or the fashionable inherently buoyant devices. California is only one state that has chosen to "Wear It!" and has seen some positive results. States across the country are choosing to adopt the "Wear It!" message and you can, too!

#### **NWSC General Membership Meeting and Election**

There were new six candidates applying for seats on the Board, and six vacancies left by members stepping down from their positions. It was voted on unanimously by the members in attendance to accept all the new candidates to fill the slate.

The following new members to the Board of Directors were welcomed: Mark Brown, Oklahoma Highway Patrol Boating Safety Education Coordinator; Madeline Morgan, USACE Chief of Safety, Ft. Worth District; Brian Davidson, Lake Metroparks Recreation Manager (new Region 1 Vice President); John Annino, Connecticut Department Wildlife Protection; Brian Westfall, USACE DeGray Lake; and Bruce Rowe, Forever Resorts.

#### **USACE** Meeting

Corps agency meeting was led by Lynda Nutt, manager, HQUSACE National Operations Center for Water Safety, and Stephen Austin, Senior Policy Advisor for Park Ranger Activities. The agenda included general HQs updates on national program including educational products updates, exhibit loaner program information, Super Bowl event, photo contest, Life Jacket Mandate Study status, updates on current ranger-related activities (Critical Incident Stress Management program, fee retention, and partnerships), "Bobber the Water Safety Dog" youth education program and a handson interpretive program demo featuring Sacramento District water safety team. The LRD regional water safety team was recognized as the HQUSACE Life Line Award winners from 2007 for outstanding effort for educational outreach in their region.

#### FERC/Hydropower Group Meeting

#### Paddlesport Safety: Smart Start for Paddlers Presentation Training



## **··· ©· NSBC 50th ANNIVERSARY RECEPTION** · **©···**

Against the backdrop of the San Diego skyline and San Diego Bay, Ruth Wood, Chair of the National Safe Boating Council, and Virgil Chambers, Executive Director of the National Safe Boating Council, welcomed guests to a reception celebrating the 50<sup>th</sup> Anniversary of the National Safe Boating Council (NSBC). On April 17, 2008, as one of the events of the International Boating and Water Safety Summit, the NSBC hosted a reception at United States Coast Guard Sector San Diego to recognize its fifty year involvement with recreational boating safety.

Guest speakers Ďale Morey, NSBC Past Chair 1987 – 1989, John Fetterman, President of the National Association of State Boating Law Administrators (NASBLA) and John Johnson, Executive Director of NASBLA, highlighted the evolution of recreational boating safety. They also emphasized the part the NSBC played in that evolution.

U. S. Coast Guard Sector San Diego not only provided us with a spectacular venue for our celebration but also had on display a HH65B Dolphin Search and Rescue helicopter and a U.S. Coast Guard Response boat. Both the aircraft and boat had crew members on hand to answer questions and pose for pictures.

Ruth Wood and Virgil Chambers recognized partner organizations, patron level members and past chairs of the NSBC with mounted NSBC gold burgees. In addition to these recognitions, Ruth Wood and Marty Law, past chair of the NSBC, presented Virgil Chambers with a personalized bobble head figure in honor of his dedication to the NSBC.

The NSBC thanks Coors Brewing Company, US Coast Guard Sector San Diego, the Navy Brass Quintet, and all those who attented for making the NSBC 50<sup>th</sup> Anniversary reception a great success. We give a special thank you to Lt. Jose Caballero for all of his hard work and support of the event.







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**USCG RBSS Meeting** 

#### ····· CONCURRENT BREAKOUT TRACKS ·····

#### Defensive Boating: Rules of the Road for Kayakers Robert Kauffman

A problems exists today where coastal kayakers often believe that because they are human-powered and less maneuverable than other boats, it is the responsibility of other boats to move out of their way. When it comes to the rules of the road, there are a lot of misconceptions. The ACA has produced four new items for coastal kayakers on defensive boating and rules of the road that will help to reduce this problem.

The session identified and reviewed the problem vis-a-vis the new educational materials. The session reviewed the video "It's Your Turn." Then it reviewed the accompanying interactive power point. The power point provides additional depth to several of the topics covered in the video, and it introduces several new topics which due to time constraints were edited from the video. In addition, for the instructor, the power point serves two important purposes. First, it is a stand-alone presentation that can be used in a class or group presentation. Second, it serves as a primer to instructors who are using just the video. A review of the power point provides additional content and preparation to supplement the commentary of the instructor after the video.

The session provided two other important educational materials, the defensive boating wallchart and the Safety Code for Coastal Kayaking. The wallchart is designed to provide important educational materials to boaters at the "point of entry." Printed with ultraviolet resistant ink and on water resistant paper, the wallchart can be placed on bulletin boards and in outdoor settings at the point of entry where boaters putin for their trip. In addition, the wallchart can be hung on the walls of outfitters and boaters.

Last, the session presented the Safety Code for Coastal Kayaking. This document builds upon the highly successful AW Whitewater Code. The safety code complements this excellent document and applies many of the same safety principles to coastal kayaking. This safety code is a stand-alone document. Topic areas covered in the safety code include prepare yourself and know your individual responsibilities, understand the hazards, prepare your boat and equipment, prepare as a group and know the group's responsibilities, know how to rescue yourself and others in your group, know how to effectively communicate with others, sharing the waterways, and use of the ACA Scale of Difficulty for Coastal Waters to increase your margin of safety. It will be distributed as part of courses. It will be published in appendices of textbooks and other publications. This document has the potential of making a highly significant contribution to boating safety.

#### A District Wide Approach to Water Safety St. Louis District, U.S. Army Corps of Engineers Rachel Garren, Operations Division; Pam Doty, Lake Shelbyville; and Andrew Jefferson, Kathy Dickson, Wappapello Lake

This U.S. Army Corps of Engineers, St. Louis District Water Safety Team utilizes a dynamic blend of strengths from its District to create an innovative strategic campaign plan for water and boating safety. Since 2001, this strategic plan has revolutionized the effectiveness of the District's promotion of water and boating safety by analyzing trends, identifying target messages, and recommending methods for educating the public. This team proactively pursues water and boating safety through partnerships, programs, special events, sports shows, state fairs, and other unique avenues.

Ranger Willie B. Safe: The versatile Ranger Willie B. Safe (RWBS) Public Safety Education Campaign began over 11 years ago keeps gaining momentum. The program was developed after tragic events rocked the Southeast Missouri area in 1994 when four youths, ages 10-11, drowned within a 24-hour period. Willie is not a mascot but an icon for safety, representing the "spirit" of safety, just as Santa represents the spirit of Christmas. The RWBS water and boating safety messages have been featured through a wide range of venues. These include various media such as newspapers, children's television shows, activity books, professionally recorded songs, public service announcements (including radio, television and monthly inserts to the "Rural Missouri" magazine that reaches over 36,000 homes and businesses monthly). We also partner with those who are totally unrelated to water and boating safety (e.g. banks who want to "invest" in safety, ALL local area pizza restaurants who want safety as a "pizza" your life, and McDonald's children stickers featuring Ronald McDonald and Ranger Willie together stating "We Love to See You Safe!").

**Partnerships:** Partners are eager to help promote safety when given an opportunity to do so and can be found just about anywhere. The District Safety Team embraces these partners by finding a common bond with those who are concerned with safety in their communities, usually at NO COST to the government. Partners include: Schools, Water Safety Councils, Water Districts, Financial Institutions, Pizza Restaurants, Grocery Stores, Oil Company (Pop Murphy), State Agencies (Water Patrol and Highway Patrol), and Electric Cooperatives. Our non-profit cooperating association partners, such as Kaskia-Kaw Rivers Conservancy (KKRC), have been helpful in promoting water safety through a wide range of activities, programs, and events. This cooperating association was established in 2000 and partners with Lake Shelbyville and Carlyle Lake. The KKRC sponsors the Lake Shelbyville Aquafest Water Safety Carnival that promotes water safety through the use of creative and innovative activities and programs. This association also purchased an electronic message board that is located on one of the main highways that surrounds Lake Shelbyville. The message board includes a permanent message pertaining to the importance of wearing life jackets and different water safety messages are placed on the electronic portion of the board throughout the year.

**Promotional Techniques:** The District has included a wide variety of promotional techniques as part of their strategic plan of action. These include: billboards, fee envelopes, bilingual safety message banners, safety message display boards, rubber stamps for bank envelopes, activity books, public service announcements, stencils, floor mats and District publications. Products with educational messages such as buttons, magnets, and other items are used to provide visitors with reminders to play it safe. Safety messages were placed on the score boards at Busch Stadium (home of St. Louis Cardinal's baseball), area business' electronic message boards, and an illuminated display board at the Black River Coliseum (Poplar Bluff, MO).

**Programs:** The Rend Lake staff presents creative skits,

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featuring Seamoor the robotic Water Safety Serpent, at school assemblies that reach almost 7,000 youths in one month. This aggressive approach to safety is highly attended and valued by local schools during this annual event. The Rivers Project utilizes the newest fad of "questing" to help students gain knowledge concerning the mighty Mississippi River and safety on the water. A River Rat Program allows Boy and Girl Scouts the opportunity to earn a Riverlands River Rat patch upon completion of a required amount of activities.

**Life Jacket Loaner Program:** Loaner life jackets are available at Wappapello Lake, Rend Lake, Lake Shelbyville, Carlyle Lake, Mark Twain Lake, and Kaskaskia Navigation Project. Local contributions and BoatUS have provided most of the life jackets for the loaner program. Life Jackets can be checked out at the lake administrative offices, visitor centers, campground fee booths, beaches, and boat ramps.

School Children Decorated Grocery Bags: The Water Safety Decorated Grocery Bags is another great idea to promote safety awareness that doesn't cost anything. Students decorate paper grocery bags borrowed from local participating stores with water safety messages. Students draw, color, or paint water safety messages on the paper bags. The bags are then returned to the stores to be filled with groceries.

**MOA with the Coast Guard Auxiliary:** The memorandum of agreement between the US Coast Guard Auxiliary, Division 8 and US Army Corps of Engineers, Lake Shelbyville was signed in 2004. The MOA was established to jointly conduct vessel safety checks, promote water safety awareness, boating education, and maintain homeland security initiatives. This effort also includes providing assistance during search and rescue operations and to stranded boaters.

#### Launching Ramp Safety Signage: A way to communicate specific safety information to resistant and vulnerable audiences Peter Chennell, Royal National Lifeboat Institution

The RNLI, probably best known for its National Lifeboat Service is also a leader in the field of bringing safety information to recreational boaters, this is in line with its humanitarian objectives and also to try to reduce the numbers of callouts from this community. It has developed a program of interfacing with the various types of users ranging from those who go to sea in large and expensive craft to those who get their thrills from high-speed small motor craft, and other adrenaline sports.

Whilst communicating with some of the more established audiences is relatively easy as they are affiliated in some way (join clubs, read the same magazines, congregate in marinas,) it is much more difficult to achieve any measure of success with communicating simple safety messages to the group who trailer or roof-rack their craft to the coast and launch from ramps (called slipways in the UK). As they represent one third of all the services to leisure craft they cannot be ignored and so more imaginative ways are being sought to engage with them.

The RNLI's Beach Safety department has recently introduced a series of standard safety signs on UK beaches, which have now been adopted internationally. Their success has been due to the simple format and the consistency of appearance and message. Following on that success, an early trial was done with slipway signage conveying only the five key safety messages, and research showed that they were well received and, to a small extent, changed the behaviour with regard to safety equipment of the users.

At about the same time UK Harbour Masters and any authority that owned a stretch of water that had marine activity within it were realizing that a new piece of legislation called the Port Marine Safety Code meant that they had statutory responsibilities for activities over which they had no control. In short, they needed to be seen doing something to promote the safety of anybody who used their waters for whatever purpose.

By redesigning the signs to include a measure of information apart from the safety messages Harbour Masters were able to add a requirement for bye-law information and other messages unique to each site. Working with specialist consultants the RNLI were able to produce a sign which met all these requirements and that did not appear cluttered and was visually attractive. A lot of attention has been paid to the psychology of signage to make sure that best practice has been used to ensure maximum impact and uptake of information.

A further trial was done in 2007 with encouraging results - one third of all respondents said they were more likely to pay some attention to safety issues as a result of seeing the signs, and nearly three-quarters felt the signs were more useful than other forms of safety information.

With around a thousand launch sites in the UK, the RNLI is not able to fund the erection of Slipway Safety Signage, and most slipway owners have budget for signage. Accordingly a design standard has been produced which allows the slipway owner or manager to put up safety signage in a consistent fashion such that the users will readily understand the information it presents and its relevance to their activity. The standard safety signage guidelines will be submitted for European conformity, and possibly worldwide.

### Harmonized and Consistent Safety Messages Why a sign?

Owners and operators of small trailerable craft are the most vulnerable in terms of their safety awareness. They are also the hardest to reach as they do not generally regard themselves as boaters, their craft are their accessory to having fun. Those that use the slipways are of concern to the rescue services, slip owners and harbour staff that have an obligation to provide a safety service. They can provide a last 'line of defence' in getting messages to target audience before they go to sea.

#### Benefits

Boats that launch from public slipways, such as trailer-sailors and small powered craft, may not be members of clubs, or regular readers of the sailing media, and therefore may not be aware of the most basic safety advice, byelaws or local information at their launch site.

It harmonizes local signage to one national standard, based on the successes of the RNLI Beach Safety signs.

Harbour authorities are able to use the signs to discharge some of their obligations of Duty of Care under the Port Marine Safety Code.

#### Where should it go?

Location at the slipway is key to the sign being read. Careful consideration should be given to the installation.

#### Who pays for it/maintains it?

The recent trial has been jointly funded by RNLI and UK Harbourmasters Association. Future maintenance is to be borne by each slipway owner.

RNLI will invest in the production of a national signage guide for slipway owners launched early 2008.

#### Who will benefit?

The boating public, slipway and harbour owners/operators and the RNLI

#### Why is the RNLI doing it?

The RNLI finds it very costly to deliver safety information to this audience through conventional channels. This may be the only way we can reach this audience. And we can capitalize on our successes with the Beach Safety signs.

#### Whose responsibility is it?

Is this your responsibility/duty of care?

#### How much does it cost?

Approx. £1000 for the primary sign but will depend on specific styles, locations and the sign manufacturer used in each area.

#### Is there a legal obligation?

Whilst there is for using the slipway, we don't think so once the craft has put to sea, though harbour owners may have one.

#### Is it just safety information?

No. There is scope to place local information, bylaws, and speed limits. This project is to bring in a national standard of signs.

#### Management of FERC Project Lands: "Comprehensive Property Management Strategies" Larry Gilbert, Santee Cooper

Strategies to address commercial recreational leases as they begin to expire while providing public boat landing facilities at Lake Marion and Lake Moultrie, South Carolina. The purpose is:

• To optimize the overall performance of the Santee Cooper real estate portfolio.

• To enhance the quality and standard of development on Santee Cooper land both inside and outside the project.

• To provide consistent guidance and direction in the best practice management of project and non-project lands.

• To integrate FERC requirements with Santee Cooper's capital investment and O&M expenditure.

• Offering two alternatives to lessees whose leases are expiring or request extension.

The strategy provides for a Gross Revenue Hybrid (with professionally prepared financial plan and development/capital works plan) or Ground Lease Structure (with professionally prepared financial plan and development/capital works plan).

#### "Encroachments on Public Land" Tom Plante, We Energy

This program discussed encroachment issues and challenges faced by We Energies as development increases around their hydroelectric projects.

Issues faced by owners of Federal Energy Regulatory Commission licensed hydro projects all face issues of encroachment onto lands that are within the license project boundary. While these lands are "Open to the public without discrimination", there are limits as to what the public can do while on our lands.

Typical encroachments can be as simple as someone illegally camping along the shorelines. Even with this activity which seems harmless enough, problems arise such as human waste, garbage left on site, tree removal for firewood (dead trees are habitat for raptors and other birds). Further, as the campers move up and down the shoreline they can cause erosion of the bank. By license we can be found responsible to then repair the erosion site.

Other typical encroachments include, but are not limited to:

- Building roads from private land across our land to access the water.
- Illegal tree harvesting for firewood or lumber.
- Building of tree stands or other blinds using man made materials
- Building camps or homes on our lands (due to the lack of a survey primarily)
- Drilling wells on our property
- Placing docks on the shoreline which is owned by us without a permit
- Placing "Private Property" signs on our lands to preserve prime hunting locations to themselves
- Erecting private gates on roads on our property Being vigilant is extremely important to note problems

as they arise. Once one person is allowed to maintain an encroachment others will follow their lead. Working in cooperation with local authorities is the only means to assure complete success, though we do place numerous signs at obvious trouble areas.

Without proper signage the local authorities have a great deal of trouble securing prosecution when they attempt to do so. Our Corporation has pledged complete support for prosecution when warranted. Without that pledge you will not secure their help in finding and stopping encroachments.

#### Federal Carriage Requirements for Recreational Vessels

#### Joseph Carro, USCG Office of Auxiliary & 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 floatation 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.

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 manufacturers 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.

Personal Floatation 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.

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.

#### **Boating Education Trailer/BUI Simulator** George Birdwell, Tennessee Wildlife Resources Agency

Alcohol Awareness Impact Award Winner sponsored by Coors Brewing

#### How does a BUI simulator get started?

In 2001, Tennessee Wildlife approved a budget request for an 18 foot enclosed trailer that was to be used as an information and education trailer and possibly a mobile

BUI command post for officers conducting boating details throughout the state. After acquiring the trailer, it was decided to have it custom wrapped with boating scenes and the agency's logo, phone numbers, and web address. In the fall of 2004, the officers of Area 43 decided to use the boating trailer as part of their display at a regional county fair. Investigator Ken Ripley had bought a Play Station 2 and a PWC game and thought it would be great to utilize the game as



an education tool. Two years later, the game's controller had been integrated into a Kawasaki Jet Ski hull and air cylinders were placed on the craft to give it movement.

#### How does it work?

A Sony Play Station plays a pwc video game that is projected on the back wall of the trailer. The projector hangs from the ceiling of the trailer so the pwc or the rider does not block the video. Computer speakers are used to amplify the audio of the video game. The original steering and throttle controls of the Jet Ski were modified in order to use an aftermarket controller. A portable air compressor is used for inflating the two air cylinders. The cylinders are triggered by actuators connected to the steering of the Jet Ski. For simplicity, go cart shocks are used to both smooth out the ride and return the pwc to an upright stance.

#### Where is it used?

The BUI Simulator has been used at a wide variety of events. Fairs, schools, churches, college events, boat shows, and Bass Pro events are just a few examples of places the simulator has been used. Children, teenagers, college students, and adults have all been introduced to the simulator. Officers stress the importance of PFDs and safety lanyards to all riders. They are able to speak to parents about Tennessee's Boating Safety Laws while children and teens are on the pwc. Older riders are given fatal vision goggles so they can experience the effects of alcohol on their ability to board a craft, connect a safety lanyard, and operate a pwc or any other vessel.

#### What else?



Because the trailer was purchased with a generator installed, the unit can be utilized at any location. Another use for the trailer is that it is a mobile BUI testing location for officers working large events across East Tennessee. The Jet Ski can be

removed and a line for the nine step walk and turn test can be placed on the floor. Cameras and a VCR located inside the trailer records interviews and field sobriety test either inside or outside the trailer. A state certified intoximeter is also in the trailer so that a BAC can be determined of any subject that has been arrested for BUI.

The BUI Simulator and Boating Education Trailer is unique because it provides hands-on experience of the skills and knowledge that are necessary to operate a PWC safely. It provides advertisement for TWRA and is a great tool for both information and education activities and boating enforcement.

#### Small Vessel Security Summits "Conversation" Robert Gauvin, USCG Office of Vessel Activities

The Department of Homeland Security (DHS) Small Vessel Security presentation was provided by Mr. Bob Gauvin of the Coast Guard's Office of Vessel Activities. Some basic foundations that DHS is using regarding small vessels were discussed, such as explaining what was meant by the term "small vessel," a small vessel is characterized as any watercraft, regardless of method of propulsion, which is generally less than 300 gross tons, and used for recreational or commercial purposes. Small vessels include commercial fishing vessels, recreational boats and yachts, towing vessels, uninspected passenger vessels, or any other small commercial vessels involved in foreign or U.S. voyages. This definition distinguishes small vessels from large commercial vessels and yachts (generally 300 gross tons and over) that are applicable to security measures already put in place under the authority of the Maritime Transportation Security Act (MTSA) of 2002 and the International Ship and Port

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Facility Security (ISPS) Code.

Other foundations of DHS concerns discussed during the presentation were, "what are the security risks that could involve a small vessel"?

• Use of small vessels as a conveyance to smuggle weapons (including, but not limited to, Weapons of Mass Destruction/ Effect (WMD/WME));

• Use of small vessels as Water Borne Improvised Explosive Device (WBIED) - small, explosive-laden vessels used as "boat bombs" against another vessel, maritime critical infrastructure, or key resources;

• Use of small vessels as a conveyance to smuggle terrorists into the U.S.; and

• Use of small vessels as a platform for standoff weapon (e.g. Man Portable Air Defense Systems [MANPADS], SCUD platform for launch offshore) attacks on the maritime industry or critical infrastructure.

The presentation discussed the actions of DHS so far: holding a National Small Vessel Security Summit in Arlington, Virginia in June 2007; publishing all the information received from the small vessel stakeholders, released by DHS as a report of the National Summit to the public in February 2008; and the finalization of a DHS Small Vessel Security Strategy by the Secretary. This happened after the Conference on 28 April 2008 in Washington, D.C. A number of regional summits were also planned, some of which have already been held.

All of the documents discussed and meetings with their findings reports are available on the DHS Small Vessel Security web site located at:

http://www.dhs.gov/xprevprot/programs/gc\_1199394950818. shtm

If you have any questions, the web site has a contact point located on it so that anyone can request further information or assistance regarding the materials readable and downloadable from the site. Also, the site is updated continuously and is a good source of continuing information for those needing it on actions ongoing with DHS's national and international actions on small vessel security.

#### "With the Wind and Sun at Your Back" Lost Children at the Beach

#### Robert E. Ogoreuc, Asst. Professor, Slippery Rock University, S/Sgt John Schreiner, NJ State Police Marine Services Bureau, and Nick Lerma, San Diego Life Guards

Then purpose of this presentation was to discuss the lost children at the beach. The presentation covered common reasons why children get lost and the typical patterns that children do while wondering on the beach – which is usually walking with the wind with the sun at their back. This presentation addressed lost children statistics, prevention, and what can be done in the event that a child becomes separated from his or her parents.

Each year, beach patrols contend with lost children on the beach on a daily basis. We addressed statistics from the east coast, gulf coast and west coast to show a comparison on the number of lost children on the beaches.

Prevention is the most important critical element starting with proper supervision of children. Having your children wear a bright colored outfit so they are easy to pick out, and having the children know what beach or lifeguard stand they are swimming at should they become separated. Intervention suggestions start with "Don't Panic!" Hundreds of children are reported lost every year, usually are found walking along the beach. Notify the lifeguards of the missing child. Give basic information to the authorities to broaden their search.

Recommended emergency action plans were addressed for reports of children that are found lost and parents that report that their child is missing. The presentation also addressed the need for establishing a "Code X" when a swimmer is a confirmed submerged victim, how to set up incident command, last seen points, and specific search patterns for the incident site.

In conclusion, it is important to remember that supervision is vital on the part of the parents. There should be a plan in place for parents and facility managers on how to handle lost children. Children should be educated on the location of lifeguards and safety landmarks. Mark them! Have the lifeguard stand number marked on their hand or beach tag as a reference to their location on the beach. Finally, remain CALM!

#### Still Surviving Mandatory Boater Education Phase-In

#### MariAnn Koloszar, Mandatory Boater Education Coordinator

The Oregon State Marine Board began implementing the 1999 legislature-directed Mandatory Boater Education phasein law in 2003. The year is 2008, we have approximately 190,000 card holding boaters and we are still surviving the phase-in; we have one year to go before all boaters must carry an Oregon Boaters Education Card. There are approximately 50,000 boaters that still need to comply with the law. Attendees heard what the staff has been encountering from the beginning to now; successes and challenges, lessons still being learned and more surprises being encountered. They also learned about decisions made as well as suggested survival tips. This presentation was good for anyone involved, or considering involvement in a mandatory boater education program.

#### **Risk Management for Recreational Boaters** *Mike Folkerts, USCG Recreational Boating Safety Specialist*

This presentation covered a look at risk management for recreational boaters by utilizing a highly successful program called "Team Coordination Training" (TCT). TCT was developed by the U.S. Coast Guard in response to an unacceptably high level of mishaps in Coast Guard small boats and cutters. Seven critical skills were identified and training modules were developed using a facilitator-style class that allows the students to recognize and improve those skills within themselves and their shipmates.

The seven skills are: Leadership, Mission Analysis, Adaptability & Flexibility, Situational Awareness, Decision-Making, Communication and Assertiveness. Each module is examined separately and uses exercises and scenarios along with in-depth discussions in a classroom setting. The training is designed for an initial 16 hour class with annual 8 hour refreshers and is mandatory for all boat crew members.

Adapting TCT for public use is the primary goal of the project.

The project will look at three different boating user groups; Families, Buddies and Solo boaters. The reasoning for this approach is to tailor the curriculum to each group for the best results. A second phase is planned that will offer an internetbased boater's risk assessment program that includes fully computerized float planning.

The Alaska Marine Safety Education Association (AMSEA), based in Sitka, Alaska was contracted by the Coast Guard for the curriculum phase and will develop classroom exercises and scenarios for each module and user group. AMSEA has an exceptional track record in education development and implementation for the commercial fishing industry and many courses aimed at recreational boaters including Alaska Water Wise, Surviving Outdoor Adventures, Emergency Procedures for Recreational Boaters and others.

The curriculum is planned to be offered free of charge to the boating public.

The second phase includes an internet-based boater's risk assessment program which will allow a boater to 'plug' in the type of boat, boating area, weather conditions, fuel and safety gear plus many other parameters that may have an effect on managing the risks. The program will help the boater clearly identify the risks and provide risk-mitigating suggestions and solutions. A completely computerized float plan can be filled out and the computer will 'call' the boater with an email if the boater fails to close the float plan. If the computer does not receive a response, it will 'call' the person the boater identifies in his/her plan. If no response is received the computer will then 'call' the appropriate SAR agency.

This Risk Management program is intended to augment existing boater education by helping the boater accurately assess the risks and better deal with situations that can lead to accidents by being able to quickly identify and break the chain of events that lead to accidents on the water.

Boating Safety professionals have long recognized the importance of boaters with the "right" attitude and their positive impact on other boaters. It is our hope that proper risk management techniques "infects" boaters nationwide through this and other programs to save lives on the water.

#### The Impacts of Drought Conditions on Boating Access: "Introduction and Overview" Steven Naugle and Jon Cofrancesco, FERC

This presentation introduced and provided an overview of the challenges currently being faced by licensees in maintaining public access to hydropower project reservoirs in the southeast during drought conditions. FERC staff presented information on the scope of the drought situation and the factors, methods, and tools considered and used to address issues and changing circumstances related to drought conditions.

#### "Case Example" Tommy Boozer, South Carolina Gas & Electric Co.

This presentation provided a project-specific example of the effects of low water reservoir conditions on recreational access facilities, including public boat launch sites, commercial marinas, and private docks. SCE&G discussed their firsthand experiences dealing with these adverse effects, including measures used to mitigate related issues and problems.

#### Specialized GIS Application for Marine Law Enforcement Justin McBride, Lee County DNR

Lee County, Florida, is a County who depends upon the preservation of its Natural Resources. It is a County whose economic engine is driven by the tourist trade and the various outdoor activities that bring people to the area. Bounded by the Gulf of Mexico and split by a river, within Lee County's boundaries:

• 50 Miles of beaches, 10 barrier islands, 9 major bridges, 40+ miles of ICW/OWW, 7 navigable river/creek systems, two boat locks, one boat lift, over 15 public boat ramps, plus marinas, private ramps, etc.

• Over 1200 pieces of signage/buoys (regulatory, ATON's, etc.- 2nd only to USCG in State of Florida)

• Overlapping local, State and Federal Speed Zones

• 63 trained full-time marine officers in 8 agencies, 120 total for area (excluding USFWS).

In addition to the physical challenges, Lee County boasts the 4<sup>th</sup> highest registration by County in the State of Florida at over 50,000 vessels. These issues coupled with ever-increasing concerns over endangered species protection (manatee), make for a very challenging enforcement arena. To make better use of limited resources, the Lee County Marine Law Enforcement Task Force was formed in 2005.

The Lee County Marine Law Enforcement Task Force has employed many cutting edge technologies and enforcement analysis tools. The Task Force's newest tool is a specialized GIS tracking system which is in use on all state and local law enforcement vessels operating in the County. This tracking system is invisible to patrol officers while providing command staff and resource manager's access to a host of data collected from vessels as they patrol. Implementation costs and officer time required are minimal to set up the system. Data can be used for a host of analysis applications including resource allocation, patrol route analysis, monthly enforcement ratios, search and rescue situations and patrol coverage.

The technology that this system is based around is one that is already in wide use for navigation – Global Positioning Systems, or GPS. Hand-held units are available for less than \$100 and most mariners use systems that have navigation maps loaded for display to use for navigation. This effort couples that technology with Geographic Information Systems (GIS), to evaluate patrol data. GIS systems are the programs by which data taken in the field is evaluated in relation to additional data. This adds a level of spatial data analysis that was previously unavailable to the marine law enforcement community.

Basic software needs to view the data and perform the analysis are minimal in cost. The program used in this instance is ERSI's Arc View and Arc Map. A single-stand-alone Arc View 3.3 program costs \$1,200.00. This program runs on a windows platform and is windows-based. Training needed to operate and utilize the program is minimal given the operator is familiar with windows systems. I would suggest that most departments already utilize some form of GIS-based technology that could be applied for this purpose at a much lower cost than described.

The units installed on the vessels themselves are the Trimble Cross-Check GPRS 1900 unit. These units integrate a GPS receiver, a General Packet Radio Service (GPRS) wireless communication system, and computing power in a single, compact unit. Once installed on a vessel, these units track location, speed, direction of travel, and time at a minimum. They can also be interfaced with external accessories and sensors as part of an on-board system to monitor vehicle status. This would include system monitors such as lights/ sirens, PA, etc. Additionally, area can be geographically defined so units can automatically report arrival or departure from defined 'Job' Site or Home Site locations. Collection rates

### ...... FRIDAY, APRIL 18 .....

for each vessel are determined at time of service and can be adjusted as needed. Cost for the in-vessel units run around \$600 for the unit and necessary accessories, (antennae, wiring, etc.) 1 hour labor for install and between \$30 and \$40 per month for air time.

Data collected from the units is available from a secure website. All data is stored and backed-up remotely so the utilizing agency does not have to dedicate any server space for storage of records. From the website, users can view last know position, current position, map of location, play-back time frames, and download all records for specified time frames. The downloaded comma delimited spreadsheet files are then imported in to the GIS platform for analysis.

Once imported into the GIS platform, the data is ready for spatial analysis using other data collected. In Lee County, we utilize the data in many different arenas. Most importantly, we evaluate LE coverage of manatee zones, identify patrol patterns, and occasionally build cases. The information gleaned is used to better distribute available assets and analyze current efforts. In many instances, regulatory agencies require patrol information to evaluate marina permits. Where this was purely a guess in the past, we are able to provide accurate evaluation of patrol coverage for specific areas and specific time periods. We have future plans to add a feature where citations and stops will be recorded using a officer initiated way point.

#### Safe Boating for Kids Program D. Marian Franck, SN, Co-Chair and W. Norman Franck, SN, Lead Instructor, MRSPS Safe Boating for Kids Program Winner of NSBC Boating Safety Youth Program Award

sponsored by BoatU.S.

The Safe Boating For Kids Program is conducted for all 7<sup>th</sup> graders of the Talbot County Public Schools (TCPS), Maryland, by the Miles River Sail and Power Squadron (MRSPS) of the United States Power Squadrons<sup>®</sup> (USPS). Talbot County, located on the Eastern Shore of the Chesapeake Bay, is unique – the County is small in land area with 279 square miles, but it has 600 miles of shoreline with several rivers and many inlets and creeks defining the land area.

Our youth live near and have ready access to the water and need to have sufficient knowledge of safe boating behaviors, understand emergency responses to potential dangers when engaging in various activities in, on and around the water, and the potential damage to the environment from pollution. *Safe Boating For Kids* was developed to expand on a program of personal water safety provided by the school district for all 3<sup>rd</sup> graders.

A pilot program conducted with a small group of students and their mentors resulted in implementation of a one day program that was conducted in the TCPS starting with St. Michaels Middle School in 2005 and 2006. The program was expanded in 2007 to include Easton Middle School in 2007, providing a rich boating safety experience for approximately 340 seventh graders and 60 plus members of the MRSPS who served as volunteer instructors. A total of five days is now required to service all 7<sup>th</sup> grade students of the school system.

The Chesapeake Bay Maritime Museum (CBMM) is within walking distance of St. Michaels Middle School and provides an excellent waterfront setting for our classes. In Easton, the school gym, and parking lot and the YMCA across the street from the school provided instructional space with the two large pools at the YMCA serving as a simulated waterfront for the on-water exercises. The dates were selected to compliment the schedule of each school. Classroom teachers arranged students in small color-coded groups of 12 and followed their students as they moved from one learning station to the next.

Leadership and cooperation of multiple community partners have been key to the development, implementation, and success of this program. Co-Chairpersons shared responsibilities for communication with the school district officials, direction, instructor recruitment and training, content and instructional strategies, and project logistics. Lead instructors coordinated the planning and training of 6 to 8 instructors assigned to each of 6 teams responsible for the content components of the workshop. Community partners included the Talbot County Mentors, Neighborhood Services, TCPS, YMCA, CBMM, Miles River Yacht Club (MRYC), and District 5, USPS.

Four planning sessions were conducted by the co-chairs with Team Leaders and team instructors to become acquainted with the curriculum and determine how they could best implement it. A fifth session evaluated the program and determined program adjustments for future workshops.

Instructors, members and friends of the MRSPS, have completed a Basic Boating Safety Course offered by the Power Squadron and all of the Team Leaders had taken several of the boating classes given by our squadron (e.g. Seamanship, Piloting, Advanced Piloting, Navigation, Marine Electronics, Weather). Instructors in the First-Aid session are certified in ARC First-Aid and CPR/AED.

The six workshop sessions include:

1. Effect of Hypothermia, Sun, Alcohol, Drugs and Environment-Pollution. Objectives: Cause and effect on personal capability for safe boating performance and decision making; Effects of oil spills and trash and clean-up techniques.

2. Boating Regulations. State/Federal requirements of age and equipment for boat operation; Identification of equipment, aides to navigation and chart reading.

3. Small Boat Handling. Objectives: Practice safe embark/ debark techniques for small craft; Knots used to secure a boat at a dock.

4. Emergency Response. Objectives: Response for fire on board and proper use of fire extinguishers and flares; Perform correct use of a radio to make emergency calls to the Coast Guard.

5. Man-Over-Board. Objective: Response to MOB emergency; Perform correct throwing rescue techniques.

6. First Aid. Objectives: Anticipate what can cause injuries; kinds of injuries; Responses to injuries and hazards in, on and around the water; Personal responsibility for safe practice.

7. Case Studies – Discussion, summary, evaluation. Objective: Students use concepts learned throughout the workshop to analyze local boating accidents and determine what a personal decision might be.

Following the completion of the workshops, evaluation reports were received from the students, teachers and our instructors, and summarized and utilized to guide our program coordinators in revising and updating our curriculum for the 2008 program. The Program was enthusiastically received by the school administration. Members of the MRSPS have found it to be one of the best events of the local squadron.

Resource materials include: <u>WaterSmart from the Start</u> (Text and CD have been placed in each of the school libraries); Boat

safety video (shown to the students prior to the workshop); "Safe Boating Tips for Anglers, Hunters, and Campers," pamphlet given to each student with MRSPS and USPS4KIDS website information. Student and teachers receive a certificate of participation.

Further details of this program can be found at www.mrsps.org

#### New Jersey State Police "Open Water Rescue for First Responders" Robert E. Ogoreuc, Vic Maceo, Galveston County Sheriff's Office Beach Patrol, S/Sgt John Schreiner and Nick Lerma

The purpose of the presentation was to give an overview of the Open Water Rescue program that was developed in New Jersey through the State Police. The New Jersey State Police Marine Services saw a dangerous trend developing up and down the coastline of New Jersey. Town after town was sending untrained and ill prepared responders into the open bodies of water. Fortunately no fatalities were observed, but many close calls and a lot of injuries occurred during these incidents. To combat this, the Marine Services Bureau set out to see what towns were doing to address the increasing number of after hour rescues. In that search, they came to towns like Ocean City and Brigantine who had programs that seemed to be working.

In Ocean City, the NJSP found that the Fire Department managed the Beach Patrol and that an arrangement had been made to have all firefighters trained in open water rescue. In Brigantine, the NJSP found a beach patrol full of skilled and dedicated lifeguards that were more than willing to help teach others.

A partnership was forged between these agencies to develop the NJSP Open Water Rescue Course. The program is broken into three phases: Awareness, Operation, and Technician.

Awareness Upon completion of this unit of instruction, the participants have an understanding of the threats posed to rescuers in the surf environment. Additionally, each participant will possess sufficient personal survival skills to enhance their survivability in the event of an accidental entry into water. Participants will begin to understand their personal limitations in the surf environment.

**Operations** Participants will demonstrate skill proficiency in various rescue techniques both in the pool and open water settings. Additionally, concepts of developing a water rescue team will be understood.

**Technician** Participants, upon completion, shall possess the advanced skills necessary to perform ocean-based water rescues. Participants will also have a high sense of confidence in their personal abilities as a rescue swimmer and critical thinking skills in evaluating surf rescue incidents.

This presentation covered the academic content and skills at each of the three levels of training.

#### Creating a Water Trail on America's Great River – The Mississippi

#### Kimberly Rea and Sarah Miller, USACE, Rivers Project Office

Water trails are located on recreational waterways, such as a lake or river between specific points, which are more user-friendly. The upgrades made to water resources include mapping which contains access locations and day use and/or camping sites for the boating public, identify hazards, and other amenities. Recognizing the increasing demands of local water based recreation, the Rivers Project Office; St. Louis District has developed a MS River Water Trail (MRWT) within the boundaries of the St. Louis District. A portion of this trail, located in Pool 24 has been successfully completed and is named Pike's Passage. No where else on the entire MS River does a water trail exist such as this that uses technological innovation to provide the visitor with a wonderful outdoor experience. The MRWT is a modern approach to provide high quality, low cost outdoor recreation while encouraging low-impact use of public lands and promoting stewardship of natural resources along the river. Promoting the River in a safe and environmentally friendly way while encouraging active lifestyles.

The three guiding principles of a water trail, according to the National Park Service, are environmental enhancement, community livability, and personal wholeness. On water trails you discover: outdoor classrooms, ecotourism, public benefits, history, your skills, and yourself. It's a chance for people to reconnect to the river.

A full color map and informational brochure was produced to provide the water-based visitors with the most pertinent information possible. The Rivers Project produced the map utilizing the most current GIS technology. The data and map allow the public to easily navigate to access points, day use areas, and primitive campsite locations. The information highlights natural areas such as the existence of sloughs and backwaters, as well as computer modeled vegetation classifications. These classifications identify forests, herbaceous and aquatic vegetation, and sand bars. Assisting the visitors in deciding on a travel route as they paddle down the River to various destinations based on their individual interests in various habitat types. The map also contains comprehensive information about safety, wildlife, and destination points of interest. Many agency partners made contributions to the brochure. A water trail website is being established and will allow information to be distributed worldwide to make the MS River a paddling destination.

By educating the public we can promote safe use of the river. Many complexities exist when navigating the river including recreational and commercial traffic, river training structures, current, and debris. Training can educate a paddler on proper techniques to overcome obstacles in the river. It is also important for a paddler to know their own limits while on the water.

The development took into consideration cost of implementation and operation and maintenance. Day use and primitive camping sites were designated on islands, targeting water based recreation users.

Pike's Passage was successful because of the efforts of numerous organizations partnering towards a common goal. These kinds of partnerships allow the Corps to showcase its vast resources and capabilities without taking on the burden of total oversight and operation and maintenance. Along with private sector partnerships the US Fish and Wildlife Service, Missouri Department of Conservation, and Illinois Department of Natural Resources are all involved the development of the MS Water Trail. These agency partnerships are key to promoting nature-based tourism on the River and encouraging visitation.

A group of local paddlers, who originally engaged the Corps in developing the water trail, developed a cooperating association in conjunction with the American Canoe Association and the St. Louis Canoe and Kayak Club, both non-profit organizations that will lead the way in future

maintenance and development of the trail. It is also the association's intentions to be a leader in enhancing the trail through habitat restoration projects, such as native tree and grass plantings and invasive species removal. Next year the trail will be expanded further down the river into Pool 25 and 26.

Partnering with local organizations with GIS capabilities and similar natural resource and tourism mandates allowed us the ability to incorporate several other recreational opportunities within this area to provide an enhanced recreational experience. The map showcases the MS River Bike Trail in Illinois and Missouri. This bike trail allows people to combine the two recreational activities spending more time on the river. Local communities have engaged the Corps and become valuable partners in this effort to showcase the River and provide safe, low cost access.

The Water Trail Association already has two successful community events to promote the MRWT, the Great River Rendezvous and Paddlefest. The Great River Rendezvous celebrated the grand opening of Pike's Passage section of the MRWT. This traveling event is held every May and its location depends on which section of water trail will open that spring. Paddlefest is held every Labor Day weekend to celebrate another successful paddling season. Both of these events have a number of paddling activities, such as clinics, races, and social paddles. The MRWT will continue down river within the St. Louis District boundary. The Pool 25 section is tentatively scheduled to open in May 2008 during the Great River Rendezvous. The Pool 26/27 section is proposed to open spring 2009 and the Illinois River section in the spring 2010. It is our hope that one day the MS River Water Trail will be seamless from the headwaters in Minnesota to the delta in Louisiana, the length of the entire MS River.

#### Beach Safety Signage: The second link in the drowning chain Peter Chennell, RNLI

Every year there are thousands of coastal drownings and accidents around the world. Many of these deaths are linked directly to poor information or a lack of understanding of the potential dangers. The terrible truth is that every year children and adults die unnecessarily around the world's beaches. It is all too common to hear bereaved parents say that they were unaware of the dangers and had not seen any warning signs, and more often than not signage is questioned by the coroner after a drowning and subsequently highlighted as a means to reduce risk in future.

In recent years, both the UK and Australia have developed beach safety signage systems and guidelines to help combat drownings. This work has been undertaken in the UK by the RNLI [Royal National Lifeboat Institution] and by Surf Life Saving in Australia led by LSV [Life Saving Victoria] in Australia. These new industry standards and guidelines can now be widely seen in both countries, and are having a positive effect as part of their national drowning prevention strategies.

Representing their organizations and national standards bodies, the RNLI and LSV, alongside other international representatives are working closely with ISO [International Organization for Standardization] to help produce guidance information and standards for a global beach safety signage system. By having internationally recognized signs on beaches throughout the world there is a great potential to significantly reduce coastal drownings and accidents.

The rationale supporting the part effective signage has to play, the development of an effective sign, the techniques of creating a sign that works and is not just a piece of furniture are described in order to share knowledge and experience.

#### Safety Issues and Drought Conditions: "Water, Water Anywhere?" Keith Bryant, Southern Company Services

This presentation reviewed the impacts of exceptional drought conditions on Alabama Power Company's hydroelectric projects and operations during 2008. Measures taken to reduce the impacts on the various demands that depend on the flows from these projects were also discussed.

#### "Southeast Drought Conditions and Its Impacts, Both Present and Future"

Bill Glisson and Cheryl Parker, Georgia Power Company

The presentation addressed the drought conditions of 2007 in the State of Georgia and how it impacted the state's social, political, ecomonic, and environmental climates. It also addressed the impacts from a utility perspective and measures taken by Georgia Power during these conditions.

#### **Key Take-aways**

• The worst drought in Georgia's history.

• Drought poses serious issues, i.e., social, ecomonic, political, environmental

• Georgia Power has contingency measures to address potential risk

• Georgia Power is and will contiune to be a key player in water management decisions for the state.

#### Facts

• Georgia is in the top 5 fastest growing states in the U.S.

• Currently there is approx. 4 million people in the metro Atlanta area and 9 million statewide; continued growth is projected.

• Atlanta is the second fastest growing city in the U.S.

• Atlanta is the largest city in the U.S. on the smallest amount of water.

#### GIS Integrated Regional Waterway Management System - Part I

#### Justin McBride, Lee County DNR

Lee County, Florida depends upon the preservation of its Natural Resources. It is a County whose economic engine is driven by the tourist trade and the various outdoor activities that bring people to the area. Management challenges in Lee County are extensive as Lee County boats:

• 50 Miles of beaches, 10 barrier islands, 9 major bridges, 40+ miles of ICW/OWW, 7 navigable river/creek systems, two boat locks, one boat lift, over 15 public boat ramps, plus marinas, private ramps, etc.

• Over 1200 pieces of signage/buoys (regulatory, ATON's, etc.- 2nd only to USCG in State of Florida)

• Continuing endangered Species issues

• Continuing channel maintenance needs in light of a 365 days per year boating season

In addition to the aforementioned challenges, Lee County boasts the 4<sup>th</sup> highest registration by County in the State of Florida at over 50,000 vessels. These issues create a very

daunting task when it comes to management of waterway resources. To better achieve our goals, Lee County partnered with the West Coast Inland Navigation District to implement the Regional Waterway Management System. This system, created by Florida Sea Grant, has revolutionized the way in which the County manages its resources. The system allows Lee County to preserve public access while at the same time protecting the environment. Perhaps the most important step in creation of the system is the planning process.

In designing the system, it was imperative that we identified exactly what we wanted as an outcome to create a useable tool. Managers must determine what data is important. What questions do you need to answer from a long-term management perspective? Given our issues of exploding growth and maintaining infrastructure, and preservation of public access, we had several different questions. We needed to know how many moorings were currently available in Lee County and of what type? Marina, ramp, launch, or trailer? What types of vessels are utilizing our county waterways? What size are they? Where are they coming from and what are the channel conditions they encounter?

After examining these questions and others we were able to design a system that we hoped would yield a comprehensive view in order to maximize the benefits of our efforts. After three years of data collection, the final the report included:

- Inventory of all moorings
- Inventory of all vessels including length and draft
- Bathymetry to include channel depths
- Inventory of all waterway markers/signage
- Designations of trafficshed data

This data is simply what was most important for our needs. This system can be crafted to answer most management problems. While the system was created and designed to mainly answer management questions relating to Channel depth/traffic shed analysis, the RWMS has also proved invaluable in the areas of endangered species protection and sign and ATON maintenance.

For endangered species management, the number of existing moorings, and the size and type of vessels within a watershed have proven very important to regulatory agencies as they attempt to determine individual impacts as well as cumulative impacts. Without the RWMS data, it would be nearly impossible to create an accurate baseline.

Examples of the issues we were trying to solve are dredge projects. When analyzing previous channel maintenance projects, most were incident or request driven, a fancy way of saying that the squeaky wheel gets the grease. With the ability to objectively and comprehensively evaluate the various trafficsheds in Lee County, we can positively identify where our expenditures will yield the most results. Subsequently, we have been able to prioritize our channel maintenance needs through cost-benefit analysis. At its basic level answering where our money is best spent when trying to 'free boats'.

The most recent facet to the RWMS system has been the addition of a working inventory of signage for all pieces maintained by Lee County.mWith the help of the Florida Fish and Wildlife Conservation Commission, an updated database was created for all manatee protection and regulatory speed zone signs and buoys in the County.mThe database was organized to mirror the state reporting and permit application forms to save on back-end administrative time.mAlso built into the dataset is information that relates to condition and maintenance needed.mThis additional data has created a system by which a work plan can be generated for technical staff and maintenance efforts can be tracked and reported. Updates to permit requirements are also easier as the required data is already housed in a database format.

#### WaterSmart from the Start Tom Kemp, United States Power Squadrons, Raleigh, NC

The Mission of *WaterSmart From the Start* is to support programs designed to introduce and enhance children's experience on the water. The goal is to ensure that children who have a connection to the water will become the future best stewards of this natural resource. The objective is education and safety for children on the water. The strategy is to develop and implement a marketing program to distribute *WaterSmart from the Start* on a nationwide basis to organizations and individuals.

The tactics addressed: Targeted age groups; Presentation tools for national education groups that promote student benefits to solicit their cooperation in reaching the broadest audience; Development of programs for local school and civic organizations; Promoting WaterSmart to boating industry organizations and major destination retailers. The presentation was accompanied by manuals and CDs for attendees.

#### ACA Paddle Safe, Paddle Smart - canoe and kayak curriculum for middle-high school age youth Jeremy Oyen, American Canoe Association

Paddle Safe, Paddle Smart (PS2) is a national researchbased educational curriculum designed to introduce youth to the joys and skills of paddling a canoe and/or kayak. The curriculum emphasizes safety and skills and is designed for teachers and youth leaders who want to include paddle sport instruction in their programs. The focus of the program is on risk assessment and risk management. PS2 will help students recognize potential risk and take steps to avoid, reduce, or eliminate them. A factor that must be emphasized is that this curriculum prepares them only to paddle in protected flat water venues.

Students completing this curriculum are not prepared to paddle in venues with swift currents, rapids, white water, waves, or heavy boat traffic. To do this they need further instruction. Our goal is to encourage youth to participate in paddle sports as a lifelong physical-recreational activity, and to do so in a safe manner.

This curriculum was a joint venture of the American Canoe Association and the American Association for Physical Activity and Recreation, an association of the American Alliance for Health, Physical Education, Recreation, and Dance. It was produced under a grant from the Aquatic Resources (Wallop-Breaux) Trust Fund administered by the U.S. Coast Guard.

This curriculum is focused on 20 objectives that are essential for students to achieve in order for them to paddle safely in a flat water environment. Each objective on the following pages includes the content (skills and knowledge) which students need to learn in order to achieve the objective. They are organized into six units. Also included are a number of learning activities that can be used to enable students to achieve the objective. In planning lessons, teachers decide the objective(s) to include.

From the activities provided, they may select those which they believe will help their students learn the content, or they

may devise activities of their own. This feature makes the curriculum is "teacher friendly", providing everything teachers need to plan lessons, and flexible, enabling them to devise activities that may be better suited to their students.

In addition to classroom activities, the PS2 curriculum is designed to offer safe on-water instruction and meets all the American Canoe Association minimum standards for Paddlesport education.

The PS2 curriculum includes:

#### **Unit One: Equipment**

• OBJECTIVE 1 State the purposes of a life jacket and list the criteria for selection; describe and demonstrate how to put it on and adjust it; and explain when to wear it in a water craft.

• OBJECTIVE 2 Name and identify the parts of a canoe and/or kayak, and paddles.

• OBJECTIVE 3 Describe and demonstrate how to select and size a canoe and/or kayak paddle.

• OBJECTIVE 4 Describe and demonstrate how to properly hold a canoe and/or kayak paddle and define useful stroke terminology.

• OBJECTIVE 5 Describe how to dress appropriately for paddling in various weather conditions.

#### Unit Two: Skills

• OBJECTIVE 6 Describe and demonstrate how to safely lift, carry, and launch into the water a canoe and/or kayak.

• OBJECTIVE 7 Describe and demonstrate how to board and

exit a canoe and/or kayak from a dock and from a shoreline.OBJECTIVE 8 Describe and demonstrate how to maintain

stability in a canoe and/or kayak when loading baggage and people, and when paddling.

• OBJECTIVE 9 State the purpose of, and describe and demonstrate canoe and/or kayak strokes.

OBJECTIVE 10 Describe and demonstrate how to maneuver

a boat in various directions using appropriate stroke.

#### **Unit Three: Emergencies**

• OBJECTIVE 11 Identify potential dangers and explain how to avoid them.

• OBJECTIVE 12 Describe and demonstrate what to do when a canoe and/or kayak capsizes.

• OBJECTIVE 13 Describe the risks of hypothermia,

hyperthermia, and cold water shock, and explain how to prevent them.

#### Unit Four: Paddling Behavior

• OBJECTIVE 14 Describe and follow the basic rules of the road and explain where to locate other applicable local, state, and federal laws and regulations.

• OBJECTIVE 15 Describe and demonstrate how to behave responsibly when engaged in paddling.

#### Unit Five: Trip Preparation

• OBJECTIVE 16 Describe how to plan a canoe/kayak trip.

• OBJECTIVE 17 Describe how to assess a venue for suitability for paddling on the day of a paddling event, and how to make a decision to go or not go, or abort the trip if conditions change.

#### Unit Six: Further Participation

• OBJECTIVE 18 Identify places to go paddling and places to buy and/or rent equipment.

• OBJECTIVE 19 Identify sources of further instruction in canoeing and/or kayaking.

• OBJECTIVE 20 Identify additional sources of information on canoeing and kayaking.

#### Educating the "Experienced Boater"

**Robert J. Sweet, Assistant National Education Officer, USPS** What are the objectives?

- Provide tailored education to a large, almost forgotten segment of the boating public
- Address the 60+% of boaters who have 80+% of the accidents – those who have not taken a basic boating safety course
- Get to those boaters who may be at greater risk due to their on-the-water activities such as fishing or hunting

What is an Experienced Boater?

- Definition
- Who are they? How many?
- Unlikely to take a public boating safety class at this point – but most would benefit from additional training
- What interests them?

How do you get them to a formal program?

- Targeting material in short programs seminars
- Go to where they are
- Teach them how to use new gear

Imbedding the boating safety message

- Add pertinent safety messages in seminars
- Provide handouts
- Emphasize seamanship topics key to boating safety
- Challenge competition with rules of the road questions

Inducement to continue their education

- Explain benefits of further training and information
- Provide series of seminars building on popular subjects
- Offer seminars supporting preparation for Coast Guard licenses and USPS Boat Operator Certification
  - Provides cover for navigation rules training
    - Material transcends basic boating safety with much greater depth
      - Satisfy state certification via more advanced program
    - Offers credentials (USCG-professional, USPSrecreational)
- Provide courses and training in modern techniques and technology
- Offer programs in a venue acceptable to the sensitivities of those who might otherwise avoid boating safety courses

Engage them as trainers

- Many in this market segment have extensive experience having learned lessons the hard way

   they can provide insights to students
- These individuals will be able to relate to other experienced boaters and help remove perceived barriers

Supplemental boating safety forums

- Use fishermen/hunters to help encourage others to use life jackets, tethers and safety techniques to improve the safety of their sport
- Forums to share experiences and lessons learned the old salt approach vs. sterile classroom

#### Increasing Boating Carbon Monoxide (CO2) Awareness and Boating Standards through a 2-Prong Social Marketing Approach David Bang, CDC-NIOSH

#### Introduction

Prevention of boating hazards such as boater education and personal flotation device (PFD) wear use has been most successfully promoted during the summertime when boating season begins in May and June. But carbon monoxide (CO) poisoning has had relatively poor coverage compared to other well known boating safety issues. According to the 2005 International Boating and Water Safety Summit Audience Polling http://www.safeboatingcouncil.org/summit/ GraphicalQuestionsBoating.pdf, only 2.53% of survey responders (n=6; N=237) indicated CO poisoning as the most important boat safety issue. From the same survey, the top 3 safety issues were (a) lack of boater education (38.40%; n=91), (b) drowning from lack of PFD wear (35.02%; n=83), and (c) watercraft speed/reckless operation (11.39%; n=27). According to the 2007 summit results http://www.safeboatingcouncil. org/summit/question.xls, only 4.44% of survey responders (n=2; N=45) indicated CO as a topic they would like to learn more about at the Summit. For such a social marketing effort, it will be key to find ways to motivate boaters and families to take preventive action on CO monitoring and reduction since many boaters are not aware of the poisoning dangers and CO presence onboard.

This presentation highlights a 2 prong focus for a social marketing driven process to: 1. instill more leverage among boating organization leaders (early adopters) to increase boating CO awareness efforts, and 2. bring about changes in boating standards, education, and regulations related to the mitigation efforts of reducing boating CO health risks.

#### Initial Collaboration

In March 2007, the National Institute for Occupational Safety and Health (NIOSH) Office of Director (OD) in Washington, D.C. began the initial social marketing effort with the NIOSH Division of Applied Research and Technology (DART) in Cincinnati, OH. Under DART's Engineering and Physical Hazards Branch, NIOSH engineers conducted numerous studies since September 2000 to control carbon monoxide on houseboats and marine vessels found at the following site: http://www.cdc.gov/niosh/topics/coboating/

The OD-DART initial effort has led to continued partnership with the following entities such as boating safety organizations and manufacturers to further expand the social marketing efforts:

- 1. American Boat and Yacht Council (ABYC)
- 2. Department of Interior (DOI)
- 3. Indmar Marine Engines
- 4. Kohler
- 5. National Center for Environmental Health (NCEH)
- 6. National Marine Manufacturers Association (NMMA)
- 7. Southwest Research Institute (SwRI)
- 8. United States Coast Guard (USCG) Office of Boating Safety
- 9. Westerbeke

The OD-DART effort has also led to a new partnership with the National Association of Safe Boating Law Administrators (NASBLA) organization to discuss 1. raising boating standards at state levels addressing boating CO issues, and 2. predisposing, reinforcing, and enabling behavior change via social marketing and the diffusion of innovations theory. Based on the diffusion of innovations theory, early adopters/ opinion leaders from various boating organizations including NASBLA will be targeted to help disseminate CO training and public awareness materials, and communication products for self-sustaining adoption. The materials and products will be a part of boating safety courses, state mandated trainings, and others. Early adopters are instrumental to this campaign process, and would thus leverage and multiply the number of early majority, late majority, and laggards that are influenced to adopt the communication products through the awareness campaign leading to a point of critical mass. Thus, early adopters will be targeted for intensive outreach activities in order to reach critical mass and a self-sustaining diffusion process. This would further increase the rate of self-sustaining adoption for the successful diffusion of the boating CO awareness campaign.

It is the expectation that boating safety organizations (early adopters) will 1. provide adequate training materials and communication products to the rest of the boating community; 2. organize community mobilization activities to increase boating CO informational exposure and reach; 3. promote CO awareness and prevention efforts in partnership with other boating safety campaigns and 4. prioritize social marketing efforts to minimize boating related CO hazards.

#### Recommendations

The early adopters in the boating community will be key to getting the communication products to the point of critical mass. The diffusion framework holds the potential for empowering boaters to practice appropriate boating CO preventive standards, though the need for retrofitting the boat design is clearly advantageous from an engineering perspective. The training materials and communication products developed and tested should be visually-oriented in its didactical approach for increasing boaters' awareness and education on boating CO issues. Simple yet catchy visuals and products are important tools to help early adopters advance people's awareness and desire to learn more about the CO issue. In conclusion, instilling a sense of shared power and responsibility with boating organizations and other partnerships holds the potential to optimize boating safety standards and practices to reduce CO risks at state levels.

#### Carbon Monoxide and Boating: What You Can't See (or Smell) Can Hurt You! Alberto Garcia, CDC-NIOSH

In recent years, a substantial number of carbon monoxide poisonings and deaths have occurred on and around recreational boats across the nation. An interagency team consisting of the National Park Service, the U.S. Department of Interior, and the National Institute for Occupational Safety and Health maintains a case listing of reported boat-related CO poisonings. From 1990-2004, nearly 600 CO poisonings have been identified based on hospital records, press accounts, and other information; over 120 of these poisonings resulted in death. Deaths have been attributed to exhaust from both onboard generators and propulsion engines. These incidents have prompted other federal agencies including the United States Coast Guard and National Park Service to issue advisory statements to boaters and other interventions to avoid excessive CO exposure.

CO concentrations can be dangerously high in the

proximity of the engine exhaust port. Researchers from NIOSH and other state and federal agencies have conducted field studies of CO concentrations on and around recreational boats. NIOSH houseboat studies have shown very high levels of CO directly in generator exhaust with concentrations as high as 8.1% (81,000 parts per million). These studies showed that peak CO concentrations in open air on the rear swim deck of the boat frequently approached or exceeded the level determined to be immediately dangerous to life and health (IDLH = 1200 ppm). NIOSH studies of other recreational boats (ski boats, cabin cruisers etc.) showed the potential for high concentrations of CO in locations where boaters and swimmers can be exposed. Data from one study of 16 recreational boats showed that nearly 90% of the boats produced hazardous CO concentrations.

Some recent advancements in engine and exhaust design have shown promise in reducing the CO concentrations on and around occupied areas of boats. Despite these innovations, CO continues to be a hazard to boaters until these technologies are more universally adopted. Boaters need to be aware of these hazards and understand the steps that they can take to protect themselves and their families from CO poisoning.

#### Shoreline Management, Recreation & Form 80 – Three's Company Bobby Pharr, Entergy Arkansas, Inc. and Marty Phillips, Kleinschmidt Associates

Entergy Arkansas, Inc. owns and operates Lake Hamilton, Lake Catherine and associated Carpenter and Remmel Dams (FERC Project 271) pursuant to a license from the Federal Energy Regulatory Commission. Lake Hamilton and Lake Catherine are located in the Ouachita Mountains in west central Arkansas adjacent to the City of Hot Springs and Hot Springs National Park.

Most licensees are required to submit a recreation use report every six years known as the Licensed Hydropower Development Recreation Report (Form 80). It is used to gather information necessary for FERC and other agencies to know what recreational facilities are located at licensed projects, whether public recreational needs are being accommodated by the facilities, and where additional efforts could be made to meet future needs.

In addition, many licensees are also required to have a Shoreline Management Plan (SMP) and a Recreation Plan. An SMP is a comprehensive plan used to manage the multiple resources and uses of the project's shorelines in a manner consistent with license requirements to protect the environmental, recreational and aesthetic value of the project. The Recreation Plan explains how the licensee is to monitor public recreation use and implement appropriate enhancements during the term of its license.

During its relicensing efforts, Entergy incorporated its Recreation Plan into its Shoreline Management Plan and timed the required plan review with FERC's "Form 80 Report". This arrangement (Three's Company) allowed the recreational use data from the Form 80, along with other data, to be used in determining the effectiveness of the overall public's use of Project 271 – Lakes Hamilton and Catherine.

During 2008, Entergy will be collecting recreational use data through site facility surveys, aerial boat counts, and aerial photography. The data collected will be used to determine facility use and capacity, boating density and shoreline use conflicts. In 2009, Entergy will evaluate the data collected, identify major changes in the Project's use and consider changes in the goals and assumptions of the SMP.

Entergy maintains its commitment to balancing all uses within the Project boundary with recognition that adjacent property owners, local residents, other recreational users, and the environmental resources of the area, are all-important factors in any decisions affecting safe use and access of the Project lands and waters.

#### GIS Integrated Regional Waterway Management System - Part II Practical Applications Justin McBride, Lee County DNR

The initial presentation on the Regional Waterway Management System presentation focused on the development and potential capabilities of integrating the GIS information into management decisions (see page 20). This second part of the presentation focuses on the details of how the RWMS is utilized to make management decisions in a variety of areas.

The RWMS has been extremely effective in identifying and prioritizing channel maintenance needs (dredging) through a comparative analysis of channel depth and boat draft in traffic sheds. Data has also created a working inventory of signage for all pieces maintained by Lee County (2,000+). The database has also proved very useful in dealing with growth issues as they relate to endangered species (manatees). Data captured by the system includes:

- Inventory of all moorings
- Inventory of all vessels including length and draft
- Bathymetry to include channel depths
- Inventory of all waterway markers/signage
- Designations of trafficshed data

We utilize ESRI ArcMap Products to work with the data to solve management problems. GIS data has been extremely effective in identifying and prioritizing channel maintenance needs through a comparative analysis of channel depth and boat draft relations in each trafficshed identified. Previous channel maintenance projects, as with many public works projects are incident or request driven, a fancy way of saying that the squeaky wheel gets the grease. With the ability to objectively and comprehensively evaluate the various traffic shed in Lee County, we can positively identify where our expenditures will yield the most results. Depth data is balanced against number of restricted boats and the amount of dredging required to free the largest number of vessels. In performing this analysis we are able to minimize impacts to the environment by performing 'surgical dredging' and through cost-benefit analysis of dredging needs by traffic shed. Additionally the information gleaned about mooring types identified public uses. Moorings identified as public use thereby identified public channels which meant we could use public funds for dredging. Discovery or inventory of public use moorings can become an incentive to maintain public access and a means to find public funds.

Recently, we collected data to create a working inventory of signage and buoys for all pieces maintained by Lee County. An extensive database was created which was built around state reporting and permits application requirements to save on back-end administrative time. Multiple sign attributes can be recorded including hyperlinks to photographs if desired. The data was collected in the field using a hand-held Trimble

GeoXT device. This device allows field personnel to view and edit the exact database which is loaded into the 'home base' GIS application. This allows for accurate edits to be made in the field without additional work being required once the data is synced with the original database. This technique produces timely updates as maintenance and an observation are recorded and reduces potential for error. This additional data has created a system by which a work plan can be generated for technical staff and maintenance efforts can be tracked and reported. An added benefit of the system is the potential for filing claims after natural disasters (hurricanes). Federal funding is available for resource managers to replace infrastructure that is damaged or lost after a storm event. The best way to prove loss is to have an accurate database showing the pre-existing condition of the signs prior to the storm.

The database has also proved very useful in dealing with growth issues as they relate to endangered species. In many instances projects are requesting a vesting determination from the State of Florida. This means that they are asking for a hard number of slips that have been previously utilized on their project. Previous efforts utilized aerials, some going as far back as 1954 in order to understand the usership of a particular project. The RWMS provides regulatory agencies with a historical baseline of moorings and vessel present. Nearly every marina, boat ramp, dry stack, and private mooring was catalogued during the three-year inventory. This creates a view of potential capacity for a residential area and provides insight into planning for public access. In Florida we have had an increasing trend of marinas moving away from first-come first serve to dock-a-minium, or 'owned' slips. We are able to track this shift using the database.

#### Connecticut's Boating Program: Still Striving To Set New Courses

John Annino, CT Dept. of Environmental Protection Connecticut's Boating Education Program has been known for its innovative ways to re-discover itself and adapt to the changing trends of recreational boating. To reach the needs of boaters going beyond small inland bodies of water, the DEP has developed a 'Coastal Boater Endorsement Program' that encourages recreational boaters to reach beyond traditional boating courses and learn coastal navigation. Also, in an attempt to create better boating instructors, the department has developed a 'Masters of Boating Education' program. This program has been very successful amongst new instructors and Ole' salts alike. Examining in-depth material on all key points of a boating education course and exercising a hands-

on approach to safety equipment has translated into providing

award-winning boating safety programs for the DEP.

#### **NWSC** Awards Luncheon

(See following page.)

## ···· OFF-SITE AT MISSION BAY · O···

#### An outdoor event open to all Summit attendees that featured PWC orientation and demonstrations sponsored by Kawasaki.

- Orientation Riding
- Demonstration on Adaptive and Rehabilitative Programs
- San Diego Life Guard Demonstrations in Rescue Techniques and Equipment
- Pre-rental educational DVD was available







Opening remarks by Arlyn Hendricks, President, National Water Safety Congress Award presentation by Ernie Lentz, Awards Chair

#### **REGION ONE**

Awards of Merit: Alum Creek Lake Staff, USACE Central Ohio Safe Boating Council Columbus Sail and Power Squadron US Coast Guard Auxiliary, Flotilla 6, Division 5, District 9 ER Rick Weiler

#### Letters of Commendation:

Wanda Butts Steven Ketterer Robert Ogoreuc Spirit of America Foundation John Wargo SSgt John Schreiner Capt. Robert Stanton T.O. Robert Ogoreuc Ed Leon

#### **REGION TWO**

Awards of Merit: Gary Berdinski Camp Foster YMCA Kaskaskia Mariners Association Letters of Commendation:

Scott Cevigney Milford Lake's Extreme Outdoor Water Festival

#### **REGION THREE** Awards of Merit:

Enid Lake Rangers, USACE George Birdwell Carl McCoy Stonney Burke Sgt. John R. Anderson Cherokee County Georgia Safe Kids Grenada Lake Water Safety Team, USACE Alabama Marine Police & Benjamin Russell High School Media Class

#### Letters of Commendation:

Benjamin Pitcock Desoto County Sheriffs Search & Rescue Unit Scott Fanning Becky Frazier Safety on the Blue Water Safety Committee Tanya Grant Deshea Townsend Marcus Johnson Julie Parks Anita Denton

#### **REGION FOUR**

Awards of Merit: DeGray Lake Ranger Water Safety Team, USACE Nobody's Waterproof Statewide Campaign Donna Diane Cook Lake Greeson Ranger Water Safety Team, USACE Letters of Commendation:

Donna Hilton Dean Roberts Aimee Jordan Little Rock District Water Safety Team Dan Gross

#### **REGION FIVE**

Awards of Merit: Richard Droesbeke David Pfiffner Karen Welden

#### Letters of Commendation: Aquatic Weed Unit David Esparza Gail Kaiser Water Watchers Robert Collins Kayla Wright John Chesshier







**REGION SIX Awards of Merit:** Bob Kelso Dan Gardner Ice Harbor Natural Resource Staff, USACE Myrna Loy-Zolyomi Anton Jones

Sacramento District Water Safety Pirates



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#### ···· OUTDOOR BREAKOUT SESSIONS ····

#### NDPA Presentation Pool Drains/Barriers Johnny Johnson, President of National Drowning Prevention Alliance with Water Watchers, USACE – Aimee Jordan, Jana Ketchel

The Water Watcher Program is a program that encourages parents to commit to having a designated parent/supervisor to watch children when they play in or around the water. The Water Watcher Tag is a physical reminder of the adult's responsibility for the safety of the children in and around pools and/or bodies of water.

The Water Watcher Tag is worn by the designated parent supervisor in order to help identify who is taking responsibility for the supervision of the children.

#### Oregon State Marine Board Jr. Boater Program MariAnn Koloszar

The Jr. Boater Program's (Program) mission is to introduce concepts of boating and water safety to elementary and middle school children. The Program engages participants in fun, hands-on water and boating safety activities. The goals of the Program are to teach safe boating practices, introduce kids to boating, and provide our partners in water safety, a dynamic, easy-to-use, interactive program that can be presented in many different settings.

The Jr. Boater Program consists of a series of activities designed to teach kids about basic safe boating practices. Each activity includes learning objectives, a materials/equipment list, set-up, step-by-step instructions and discussion points. There are a total of nine activities to choose from. In order to be certified as a Jr. Boater, the kids must successfully complete a minimum of three activities: PFD Fitting, Small Boat Entry/Exit, and Type IV PFD Toss/Relay. All other activities are optional. Depending on the venue, some of these activities can be combined. It isn't necessary that those who present the Program have an extensive knowledge of safe boating principles because the course materials are comprehensive and the activities are easy to present.

#### NSBC Close Quarters Boat Handling Jim Battye, BoatHandler, LLC

Close-quarters boat handling demonstrations were conducted for the National Safe Boating Council by Capt. Jim Battye, in the basin behind the hotel. A 26-foot twin-outboard centerconsole Sea Pro was provided by a local dealer for the demonstrations, and Virgil Chambers was on the pier to oversee the proceedings and provide running commentary.

The sequence of presentation was based on the curriculum called BoatHandler, developed by Capt. Battye, and adapted to the Council's use for their Close Quarters Boat Handling course for professional member organizations.

The first skills addressed in the presentation are those of steering wheel control, and throttle-shifter control. It was stressed that, to handle these boats, it is crucial to set the steering wheel before shifting into gear. Using the wheel to steer straight was then covered.

Next came the visual skill of being able to recognize what making headway, making sternway, and being stopped look like. A honed "boater's eye" is the single greatest skill a boater can have. This led to stopping the boat, which combines two skills: using the wheel to control the bow while slowing down in reverse, and shifting into neutral the instant the boat is stopped. Also taught was pausing in neutral before shifting into reverse.

This was followed by back-and-fill turns for calm conditions and light winds. It was stressed that these will not work in strong wind, because the wind will tend to "weathervane" the boat, preventing the bow from being turned into the wind. This leads to a basic rule: Do not try to round the bow into a strong wind in close quarters.

Also stressed was that any wind will create a lee shore, which Capt. Battye defines as "where the wind will send the boat, if the engines quit." Rule: identify the lee shore, and stay away from it.

Since there was enough breeze during the demonstrations, controlling the boat in wind was demonstrated, using the basic rule for outboards and stern drives: put the stern into the wind for control. From this position, one can safely ferry sideways, or hold position indefinitely, with a high degree of control. Being bow-to-wind requires some amount of headway, the room for which close quarters rarely provides.

Questions and comments were received after the presentations, and a number of organizations expressed interest.

#### Adaptive Sailing Demonstration US Sailing – Jo Mogle, Jeff Johnson, Karen Prioleau, Ray Treppa and Susan "Charlie" Arms

The first demonstration was on adaptive sailing – teaching sailing to the disabled. Adaptive sailing has been addressed by US SAILING for many years and its Council for Sailors with Disabilities advises individuals and sailing programs on every facet, from how to make sailing available to the disabled, to making venues accessible, to adapting boats, to transferring and the use of various seating systems. The demonstration was conducted by paraplegic sailor Dave Trude, who showed how he boards a boat from his wheelchair, and how he is able to move about the boat to handle rigging, sail raising and setting, and explained the various methods he and other disabled sailors use to maneuver sailboats. He also discussed waterfront and dock accessibility, techniques for getting sailors into boats, and how volunteers can assist. The demonstration left attendees with a much clearer sense of the possibilities for making sailing available to all sailors with disabilities.

For more information about the Adaptive Sailing Program: www.ussailing.org/swsn

US SAILING, the National Governing Body for the Sport of Sailing, conducted three on-water demonstrations at this Summit. US SAILING, having been involved in hands-on, onthe-water boathandling courses since the early 1980s, offers many different training courses through participating schools, community programs and clubs and range from entry level to advanced boathandling, cruising and racing. Significantly, with the US Coast Guard's Strategic Plan expressing the need for advanced boating education to include skill training, US SAILING, having spent years developing proven and successful on-the-water training and evaluation techniques for recreational sailors, powerboat operators, rescue boat operators, race support boat officials and instructors, is in a unique position to offer hands-on boating education.

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#### Spirit of America Youth Education George Christ, Brian Davidson, Alyssa Duer, Leigh Garam, Marie Kozan and Zach Petric of Ohio; Ernie Lentz, Arkansas; Gary Owen, Iowa; and Cecilia Duer, Executive Director

The Spirit of America Foundation presented their national education programs designed for hands-on education for our youth and families. Presenting the materials were: Cecilia Duer Executive Director of the Spirit of America Foundation and the National Water Safety Congress; Brian Davidson, Marie Kozan, Alyssa Duer, Leigh Garam, and Zach Petric of the Lake Metroparks in Lake County, Ohio; Gary Owen of the lowa program; George Christ of the Cuyahoga County and Mohican School in the Out of Doors programs both located in Ohio; and Ernie Lentz of the Mississippi program. The program was presented twice during the in- and on-water portion of the IBWSS 2008 in San Diego, introducing all who attended to an innovative and exciting, one-of-a-kind program, including an overview of the diverse curriculum which takes a student from the classroom on to the water. The curriculum is available to any organization in the United States and modified for programs abroad.

Spirit of America Foundation Youth and Family Education Programs were initiated in 1995. Since that time we have been fortunate to have had over 5500 young people share excitement and growth through our programs. In addition to touching these lives, we have brought the program's importance to their families and communities. We now have programs located in Ohio, Iowa, Mississippi, and Tennessee with many more on the way!

Spirit is highly regarded as an "education program of choice" in our country. Spirit has won the attention of and accolades from local, regional, national, and international awards every year since 1996. Some of the significant national organizations include the National Water Safety Congress (our now "parent" organization) and the National Safe Boating Council, as well as the state agencies like the Ohio Department of Natural Resources Division of Watercraft. We are proud to be recognized by the United States Coast Guard as a leading nonprofit providing outstanding boating and water safety education to American families. We are in the business of providing a SAFE and educational introduction to our country's young people, their families and communities, to all types of water based recreational activities in one of the most diverse "hands-on" classrooms in America. We provide education and direction to last a lifetime.

Our children and their families learn by doing, learn through hands-on training, and by taking responsibility for themselves and their ship mates. As we all know, hands-on experiences in education provides the foundation and a desire for future learning.

The program introduces young persons to several different types and sizes of watercraft and recreational water activities, all of which nurture responsible behavior. Spirit of America provides an ideal environment for the students to learn, react, and develop lifelong learning skills and ambitions. Based around a hands-on program, the Spirit of America empowers our youth, in a non-traditional classroom setting, to dare to dream while meeting the underlying goals of the foundation for developing self esteem, teamwork, safe seamanship, and boating and water safety practices, and responsible behavior.

Safety is priority ONE for the Foundation and National Water Safety Congress. We are dedicated to the promotion of SAFE participation in all water and boating related recreational activities. As we adjusted to seatbelts and bike helmets from the time we were young, we believe that the use of life jackets also starts with our young persons. In mandating that all participants of the Spirit programs, students AND volunteers, wear life jackets, we are seeing a new trend in family wear of life jackets.

The programs are staffed with outstanding volunteer educators from organizations dedicated to boating and water safety. They include but are not limited to: United States Coast Guard and Auxiliary, state watercraft and law enforcement agencies, local police, fire, dive and rescue teams, United States Navy, America Red Cross, US Sailing, America Canoe Association, local and state parks, and many from the education community who share a passion not only for educating young persons but also for water and boating activities.

Our young people take part in a curriculum which is directly tied to local, state, and national education standards, in a nontraditional classroom setting. The student achieves proficiency in orderly care of the mind and body, through exercises on both the small and large vessels. We are reversing the decline in outdoor recreation and education, which we believe significant, and our country's families are beginning to recognize, by providing encouragement and inspiration from some of the finest instructors in the country. The greatest gift we can provide for your future generations is hope and promise of lives to be lived to their full potential in a sustainable environment. Spirit of America does both and believes in... "No Child Left at the Dock!" www.spiritofamerica95.org

#### BoatU.S. Foundation Findings – Boarding Ladders for Small Craft: Jonboat Case Study and Demonstration Ruth Wood, Chris Edmonston, Susan Shingledecker and Ted Sensenbrenner

**Introduction:** For over 25 years, the BoatU.S. Foundation for Boating Safety and Clean Water has been testing boating safety products and publishing the results. This informal product testing series, called *"Foundation Findings,"* has enlightened the boating public through a variety of media. The latest Foundation Findings focused on boarding ladders for small craft, in large part because of the ongoing concern about falls overboard and the frequent year-round use of small boats for recreation, hunting and angling.

**Background:** Each year, the Coast Guard reports hundreds of boaters drown, many as a result of falls overboard on boats 20' and less. These victims typically go overboard unexpectedly and often are not wearing a personal flotation device. Boaters caught off guard may become disoriented and can succumb to exhaustion and hypothermia, especially if an appropriate means of re-boarding the craft is not readily available. A boarding ladder is not a federal boating equipment requirement and a permanently mounted ladder is uncommon on boats under 20'.

**Needs Assessment:** As an optional piece of equipment, the boarding ladder is an important accessory that boaters often over-look, and rarely regard as a potential life-saving device. However, aftermarket boarding ladders are simple in design, relatively inexpensive and have the potential to save a life. To learn more and find out first-hand which ladders were up to

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the task, Foundation staff purchased and evaluated a variety of boarding ladders for small craft – some of which start at only \$25. In our study, we used five men and five women volunteers to test an assortment of ladders on a variety of boats; a small 12' inflatable boat, an average 14' jonboat and a typical 17' Boston Whaler. A full report and video demonstrations can found at www.BoatUS.com/foundation.

Attendee Participation: Are you aware of any situations in your jurisdiction where someone had fallen overboard and was unable to re-board? Have you suspected a ladder could have saved a life due to a fatality recorded as a drowning or hypothermia? Have you heard any of the following comments from survivors?

- I couldn't reach into the boat
- There was nothing for me to grab
- Using the ladder was exhausting
- I needed someone to help me
- I never thought I needed one

**Jonboat – A Case Study:** The focus of the Foundation's study was to determine if a person boating alone could effectively re-board a boat using a simple ladder, without the assistance of another person. The jonboat was an ideal test craft. Its relative instability suggests that it is easy to fall overboard and

difficult to re-board and illustrates these challenges well. Take a close look at the ladders on display. Can you guess which ladders cost the most/the least? Can you tell which one will work best on the jonboat? How about an inflatable or a Whaler? Can you tell which one floats/sinks? Which one looks the simplest – is simpler better? The only way to really know is to try them out for yourself. Go ahead and give it a try – you might be surprised what you discover.



- Was the ladder easy to retrieve and deploy?
- Were handholds/footholds conveniently placed?
- Did the low freeboard make it harder or easier?
- Where else can you re-board other than over the side?
- Overall was this a good product for this boat type?

Now that you've completed this exercise, can you imagine the experience without a life jacket, in really cold water? Can you now select a favorite ladder based on effectiveness, ease of use and deployment? Can you see how the ladder you've selected may not work for another type of boat? Did the ladder you thought would work the best, actually perform the best?

Ladder Lessons Learned: It's easier to select a ladder for purchase if you've tried them out ahead of time – but that's not always practical. We discovered that even after you've selected the "ideal ladder", you should familiarize yourself with its attachment and setup, and practice your technique on a nice day before you really need it.

Ironically, the low freeboard on test boats didn't help much during our re-boarding attempts. On most boats, it was difficult reach aboard for a ladder – especially for the women. Also, many of the ladders were too long. Although some ladders are adjustable, modifying the length while in the water was difficult, if at all possible. In general, testers tended to favor the single-step ladders over the multi-step versions.

Technique was also a factor - often ladders would swing

under the boat, or to the side requiring testers to counteract quickly, or else fingers and toes got pinched. Sometimes reboarding over the bow or stern made things easier. And often, the men had an advantage being stronger and faster. However, after a full day of testing, our findings revealed that technique trumped brawn and fatigue became the equalizer between the men and women.

**Star Performers:** Good news! You don't have to pay a lot to get a ladder that performs well. These three ladders repeatedly ranked the highest for the testers on the jonboat.

- Davis Swim Stirrup (1 step plastic) \$24.99
- Garelick Inflatable Boat Ladder (2 step aluminum) \$84.99
- C-Level Sea Steps (1 step webbing) \$23.99

Alternatively, many testers were able to use a 5/8" piece of line to make a loop and climb aboard – if you can tie a decent knot, this is a trick that could definitely help in a pinch.

**Wrap Up:** When ladders were used on other test boats (the inflatable and Whaler), we quickly learned there's no "ideal" ladder for all boat types. However, some ladders were more versatile than others. Here are some things to remember when selecting and using a small boat ladder.

- Designs vary widely consider intended use and hull shape
- Make adjustments and test your ladder before you need it
- Practice proper technique to get out of the water quickly
- Secure the attachment point an extra clip may be needed
- Price is not a performance indicator simple may be better
- Don't stow it keep your ladder within short reach of the water

Regardless of which ladder you select, climbing aboard takes a lot of finesse. Re-boarding a small boat is every bit the challenge, even in a controlled environment. In the end, there were different good, better, and best ladders for each type of boat. For more information and our full results as well as video demonstrations of boarding ladders, visit BoatUS.com/ foundation or see the Foundation Findings write-up in your Summit Registration packet.

The BoatU.S. Foundation is a national 501 (c)(3) nonprofit organization dedicated to promoting safe and environmentally sensitive boating. The Foundation's goal is to be the leader in boating safety and environmental education and outreach, with the purpose of reducing accidents and fatalities, increasing stewardship of our waterways, and keeping boating a safe, accessible, and enjoyable pastime.

#### **Open Water Safety Rescue Retrieval** Nick Lerma, Boating Safety Lieutenant, San Diego Life Guards

#### NJ State Police Open Water Rescue – Introduction to Open Water 1st Responders Skills Robert E. Ogoreuc, Vic Maceo, S/Sgt John Schreiner, and Nick Lerma

The San Diego Lifeguard Service along with NJSP Instructor provided skill demonstration on various water-related rescues ranging from a submerged missing bather (Code X) to the use of rescue cans and rescue boards to assist distressed swimmers. The following is an overview of the skills demonstrated:

• Approach Strokes

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- Ready Position
- Equipped Based Rescue using Rescue Can and Rescue Tube
- Escapes and Releases
- Rescue Board
- Rescue Can Link-ups
- Spinal Turns and Supports
- Search Patterns

Discussion also took place of the difference between someone in distress vs. drowning. Presenters gave case studies to help reinforce the importance of each of the skills and equipment in various water related incidents. Open panel discussion allowed participants to openly engage the instructors for specific question related to their department needs.

#### ACA Paddle Safe, Paddle Smart – Canoe and Kayak Curriculum for Middle-High School Age Youth Jeremy Oyens and Paul Sanford

Please see the complete curriculum on Page 22.

#### USCG Task Force: Pre-Rental Education Program Fred Messman, Nevada Dept. of Wildlife and Bruce Rowe, Forever Resorts

The National Boating Safety Advisory Council (NBSAC) has recommended that the U.S. Coast Guard Office of Boating Safety develop an educational package specifically designed to help livery operators deliver a quick safety briefing to those who rent boats. It is believed that such a package will make it easy and practical for livery staff to deliver safety messages about the key points to cover with renters of specific vessel types, including ski boat/runabouts, pontoon/deck boats, tiller steered fishing boats, wheel steered fishing boats, and houseboats. The Coast Guard contracted an agency to develop the program and commissioned a tiger team to assist in getting the right message with the correct presentation method. Last year's IBWSS presentation provided many concepts that were incorporated into the package that was presented as a pilot program at this year's conference. Distribution methods and future development of video programs were discussed. Prerental packages were distributed and explained that this is a proto type along with requests for comments to be submitted to the Coast Guard so a final version can be prepared for national distribution for the 2009 boating season.

#### Capsized Sailboat Rescue Demonstration US Sailing – Jo Mogle, Jeff Johnson, Karen Prioleau, Ray Treppa and Susan "Charlie" Arms

The second demonstration was two-fold – showing how sailors can perform a self-rescue of their capsized sailboat and how to right a capsized or "turtled" sailboat using a powerboat to assist. The self rescue method ("Scoop Recovery") was introduced by US SAILING in the early 1980s and is taught by its sailing instructors in junior and adult sailing programs which use small centerboard sailboats. In setting up the Scoop Recovery, the capsized sailboat "turned turtle", and the crew of was able to right it with the powerboat assisting.

For more information about Small Boat Sailing: www.ussailing.org/training/programsoverview.asp

#### Luncheon and Special Event on the Bayside Lawn Lunch was sponsored by Boat Ed and The Personal Watercraft Industry Association (PWIA)

Demonstration of rescue continuum from simple to complex by a compliation of local aquatic rescue agencies – USCG Maritime Safety and Security Team (MSST), San Diego Life Guards, and SDR ALERT (San Diego Regional Aquatic Life Saving Emergency Response Task Force).

(See photos on page 34.)

#### **Mustang Survival Presentation**

Mustang Survival's pool demonstration on how to re-arm Mustang Survival's "Automatic" inflatable vests was very well attended. Besides learning how to re-arm inflatable vests, they had the opportunity also to don an inflatable vest and see first hand how an inflatable performs in the water. It's very important that those trainers attending the IBWSS learn the proper ways of re-arming inflatable vests, so they can go back home to educate their classes. This year again, the Mustang Throw Stick was a big hit. The class learned how to re-arm and to throw the Mustang Rescue Stick into the water to John Punkiewicz from the USACE (Thank you John and USACE for all your help). Joe McCullough was this year's winner. He won a set of Mustang flotation pants and bomber jacket. "Training the Trainers," that's what IBWSS is all about, and we at Mustang Survival are very proud to have the opportunity be a part of the Summit.

#### ACA Coastal Kayak Safety and Rescue Jeremy Oyens and Paul Sanford

The American Canoe Association offers a comprehensive curriculum of kayaking courses for all levels of paddlers. From the entry level QuickStart course designed to give to a brief introduction to the sport of kayaking on flat-water, to advanced levels of kayaking in Coastal venues there is a course that fits your desire and paddling ability.

Listed below are some examples of curriculum utilized by ACA Instructors to allow continued skill and boating safety education / development as you start down the path on your adventure.

Level 1: Entry Level Kayak Courses

QuickStart Your Kayak Introduction to Kayaking

- Level 2: Coastal Kayak Courses Essentials of Kayak Touring
- Level 3: Coastal Kayak Courses
- Coastal Kayak Basic Strokes & Rescues
- Kayak Rolling
- Coastal Kayak Strokes & Maneuvers Refinement
  - Coastal Kayak Traditional Skills
- Coastal Kayak Open Water Skills
- Coastal Kayak Navigation
- Coastal Kayak Surf Zone
- Coastal Kayak Tidal Current

#### Level 4: Coastal Kayak Courses

- Coastal Kayak Open Water Skills
- Coastal Kayak Navigation
- Coastal Kayak Surf Zone
- Coastal Kayak Tidal Currents

#### Level 5: Coastal Kayak Courses

Coastal Kayak Rough Water Maneuvering & Towing Coastal Kayak Advanced Surf Zone

## ····�· SATURDAY, APRIL 19 ·�···

Coastal Kayaking Day-Trip Leading Assessment Coastal Kayak Skills Assessments

#### American Canoe Association Scale of Difficulty for Coastal

#### Waters

- Class 1: Easy Class 2: Moderately Challenging
- Class 3: Challenging
- Class 4: Difficult
- Class 5: Very Difficult
- Class 6: Extreme

#### Powerboat Demonstration US Sailing – Jo Mogle, Jeff Johnson, Karen Prioleau,

Ray Treppa and Susan "Charlie" Arms The third demonstration highlighted several basic techniques used in US SAILING's two entry-level NASBLAapproved courses - the Safe Powerboat Handling Course and the Basic Powerboat Cruising Course, as well as rescue

techniques from the Safety and Rescue Boathandling Course.

The demonstration included:

- Leaving and returning to a dock
- Pivot turn
- Holding a position
- Forward and reverse slalom
- Techniques used in rescuing a person in the water
- Towing a sailboat

THANKS go to US SAILING Instructor Trainers Charlie Arms, Jeff Johnson, Karen Prioleau and Ray Treppa for their planning and flawless execution of the demonstrations. Thanks, too, to disabled sailor Dave Trude, and to San Diego Yacht Club for loan of the boats.

For more information about the Powerboat program: www.ussailing.org/training/powerboat/index.asp

#### **AWARDS BANQUET**

Including the announcement of Poster/PSA Winners - Contest Facilitator Eugene Goff, USACE (see page 38 for the listing of winners).

### **IBWSS 2008 AWARDS** ...



A presentation was made during the Awards Banquet to the USCG Auxiliary to commemorate the 60th anniversary of the Vessel Safety Check. Pictured left to right are Warren McAdams, Ruth Wood, Robin Freeman, and Arlyn Hendricks.



Ed Carter received the Golden Eagle Award from Jeff Hoedt and Creighton Maynard during Thursday's General Session.

From the Awards **Banguet:** Some of our 2008 PSA Award Winners...



## ···· NATIONAL SAFE BOATING COUNCIL · ©··· AWARDS





Deanna Rice, Coors Brewing Company representative (left) and Ruth Wood, NSBC Chair (right) present George Birdwell of the Tennessee Wildlife Resources Agency with the first Alcohol Awareness Impact Award.

Virgil Chambers, NSBC Executive Director (left) and Ruth Wood, NSBC Chair (right center) present Marian Franck (right) and Norman Franck (left center) of the Miles River Sail and Power Squadron with the Boating Safety Youth Program Award.



Ruth Wood, NSBC Chair, presents William "Griz" Griswold with the NSBC Boating Safety Hall of Fame Award.

To commemorate the 50th Anniversary of the National Safe Boating Council, Arlyn Hendricks, President of the National Water Safety Congress, presented a crystal sailboat to Virgil Chambers, Executive Director, and Ruth Wood, Chair of NSBC, during the opening session of the Summit.





## ···· NATIONAL WATER SAFETY CONGRESS · ©··· AWARDS



REGION FIVE AWARD: Colorado River Law Enforcement Association (CRLEA) BLAs. Pictured are (L - R) Chris Haller accepting for Dave Harris, Kevin Bergersen, Gloria Sandoval accepting for Ray Tsuneyoshi and Fred Messman.

REGION TWO AWARD: Allstate Insurance Company. Pictured left to right are: Jeffrey Deigl, Assistant Vice President; Kerri Nguyen, Associate Marketing Manager; and John Anderson, Marketing Director.



NWSC President Arlyn Hendricks honors Eugene Goff, US Army Corps of Engineers with the President's Award.

Virgil Chambers, National Safe Boating Council, was the recipient of this year's National Award.







REGION ONE AWARD: New York-Pennsylvania Operations & Maintenance Section, US Army Corps of Engineers. Rick Theobald (right), Buffalo District, accepts the award from Region 1 VP Brian Davidson. The Lifetime Achievement Award was presented to Wayne M. Freed, retired, US Army Corps of Engineers, Safety Office -Omaha District.



REGION THREE AWARD: Great Lakes & Ohio River Division, Water Safety Council, US Army Corps of Engineers. Ernie Lentz, Region 3 VP, presents the award to Kareem S.El-Naggar (right).



**REGION SIX AWARD: Dave Ayres** (Photo not available at time of printing.)

REGION FOUR AWARD: Rangers Phil Martinez and Eric Garner from THE Abiquiu Lake Project Office, US Army Corps of Engineers



## **... ORANGE CONTINUUM PHOTO ESSAY**



## $\cdots \textcircled{O} \cdot POST-SUMMIT: SUNDAY, APRIL 20 \cdot \textcircled{O} \cdots$

**USBI** Meeting

## **... O AUDIENCE POLLING RESULTS**

n . . .. . .. . . .

The Summit Audience Polling results are a sampling of some of the attendees that wished to comment via this method of feedback. This along with the Summit evaluation is used to guide the Summit Advisory Committee (SAC) in planning future Summits.

#### **Turning Results by Question**

	kesponses		
	(percent)	(count)	
1.) What is your gender?	-		
Male	72.41%	21	
Female	27.59%	8	
Totals		29	
2.) I am between the ages of?			

16-19	0
20-29	0
30-39	6
40-49	4
50-59	15
60 and above	5
Totals	30

#### 3.) Please indicate the racial type that best describes you:

American Indian or Alaska Native	0
Asian	1
Black or African American	0
Native Hawaiian or Other Pacific	0
White or Caucasian	29
Hispanic or Latino	0
Other	0
Totals	30

### 4.) Please indicate the highest level of education you have completed or the highest degree you have recieved?

Some high school	0
High school or GED	0
Some College	2
Associate Degree 10.34%	3
Technical or Vocational school	0
Bachelors degree	17
Masters degree	7
Doctorate Degree	0
Decline to answer	0
Totals	29

### 5.) Which part of the country (United States) would you consider to be your permanent residence?

North East- New England 3.23%	1
North East- Mid Atlantic	7
Mid West- West South Central 3.23%	1
Mid West- East North Central 16.13%	5
South- West South 19.35%	6
South-East South Central 22.58%	7
West- Pacific	4
West- Mountain	0
Totals	31

### 6.) Is your permanent residence located on or adjacent to the water?

Yes	7
No	25
Totals	32

#### 7.) How many years have you been boating? 1 0 0 0 0 9-10 years ..... 3.12% 1 30 32

# 8.) Do you own a boat? (If you own more then one boat, please answer the following for the vessel that is used most frequently).

Yes	9
No	14
Yes, Multiple boats 25.81%	8
Totals	31

#### 9.) What type of vessel is your primary boat?

Open Motorboat	5
Cabin Motorboat 6.45%	2
Pontoon	0
Houseboat	0
Personal Watercraft 12.90%	4
Sailboat	0
Rowboat	1
Canoe	4
Kayak	15
Totals	31

#### 10.) What is the length of your vessel?

Less than 16 feet	7
16 to 26 feet	6
26 to 40 feet	4
Greater then 40 feet	1
No response	14
	32

### 11.) Strong swimmers do not need to wear life jackets while on board boats.

Strongly Agree		
Agree       9.38%         Neither Agree nor Disagree       3.12%         Disagree       37.50%         Strongly Disagree       50%         Don't know       0%         Totals       100%	Strongly Agree	0
Neither Agree nor Disagree         3.12%           Disagree         37.50%         12           Strongly Disagree         50%         10           Don't know         0%         0           Totals         100%         32	Agree	3
Disagree	Neither Agree nor Disagree	1
Strongly Disagree	Disagree	12
Don't know	Strongly Disagree	16
Totals	Don't know	0
	Totals	32

### 12.) It is not necessary to wear life jackets while on board larger boats (more then 21 ft).

Strongly Agree	0
Agree	3
Neither Agree nor Disagree	7
Disagree	16
Strongly Disagree	6
Don't know	0
Totals	32

## **... O AUDIENCE POLLING RESULTS** ·O···

#### 13.) Life jackets should always be worn in rough conditions

26
3
0
0
1
0
30

### 14.) All boaters should be required to wear a life jacket while boating.

Strongly Agree	7
Agree	12
Neither Agree nor Disagree 15.62%	5
Disagree	7
Strongly Disagree	1
Don't know	0
Totals	32

#### 15.) I always wear a life jacket while boating.

Strongly Agree	6
Agree	14
Neither Agree nor Disagree 12.90%	4
Disagree	6
Strongly Disagree 3.23%	1
Don't know	0
Totals	31

### 16.) There are too many boating rules and regulations and this makes boating less fun.

Strongly Agree	0
Agree	6
Neither Agree nor Disagree	3
Disagree	20
Strongly Disagree	4
Don't know	0
Totals	33

### 17.) People should obtain an operator's license in order to operate boats.

Strongly Agree	b 8
Agree	b 13
Neither Agree nor Disagree 6.06%	o 2
Disagree	b 6
Strongly Disagree 12.12%	b 4
Don't know	b 0
Totals	o 33

### 18.) All boaters should be required to take a boating safety course.

Strongly Agree	22
Agree	11
Neither Agree nor Disagree	0
Disagree	1
Strongly Disagree	0
Don't know	0
Totals	34

19.) Taking a boating safety course increases the likelih	100d
that a boater will wear a life jacket while boating.	
Strongly Agree	6
Agree	18
Neither Agree nor Disagree 14.71%	5
Disagree	4
Strongly Disagree	C
Don't know	1
Totals	34

#### 20.) The amount of reckless boating has been increasing.

Strongly Agree	0
Agree	15
Neither Agree nor Disagree	7
Disagree	4
Strongly Disagree	1
Don't know	6
Totals	33

### 21.) Which would be the best channels for distributing awareness information about accident reporting?

Through insurance companies, vessel	
registration packages	8
Boating classes, vessel safety checks,	
boat shows	9
Accompanying boating safety products	0
Marinas, boat access ramps, wharfs,	
boatels, etc	7
Medical treatment facilities	0
Law enforcement officers/boarding	3
Boat dealers, marine supply stores,	
boat/fiberglass/repair shops	0
Convenience stores near access points 2.86%	1
Media	7
Totals	35

### 22.) What do you feel is the most important safety issue confronting recreational boaters?

Lack of knowledge regarding

rules of the road	7
Drowning due to lack of PFD wear 48.57%	17
Falls overboard/capsizing 22.86%	8
Cold water immersion	0
Boating under the influence	0
Overloading of small vessels	0
Reckless operation 8.57%	3
Propeller Strikes	0
Crowding of waterways	0
Totals	35

#### 23.) How many Summits have you attended?

1 – This is my first	3
2 – This is my second	6
3-5 – I have been to several	4
6-9 – I have been to most	6
10 or more – I have attended nearly all 45.71%	16
Totals	35

## **...O.** AUDIENCE POLLING RESULTS **.O.**

~ ~

#### 24.) What is your preferred choice for the start of the Summit? 1 14/ 1 17740/

Sunday through Wednesday	22
Wednesday through Saturday 21.77%	27
No preference	34
Other	41
Totals	124

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

Yes	1
No	31
No Opinion	2
Totals	34

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

Early March 5.71%	2
Mid March	3
Late March	8
Early April	5
Mid April	12
Late April	5
	35

#### 27.) How did you find out about the Summit?

Website	1
Registration Flyer 28.57%	10
Media Articles	0
News Releases	0
Word-of-mouth	13
Other	11
Totals100%	35

28.) How would you rate the registration procedure?	
Excellent	
Good	
Fair	
Poor	
Totals	

#### 29.) What should the Summit format include? 2 10 More on the water activities . . . . . . . . . . . . . . . . . 8.57% 3 More hands on opportunities ..... 17.14% 6 Perfect the way it is......40% 14 35 30.) What should the Exhibitor format include? 1 Time set aside for demonstrations from the exhibitors about their products ..... 58.82% 20 13 34 31.) How often should the Summit be held? 29 3 Twice a year with a focus on specific topics . . . . . 0% 0 The Summit has run its course and we should change the type of conference .... 3.03% 1 33 32.) What topic would you like to learn more about at the Summit? 0 Drowning from lack of PFD wear . . . . . . . . . 15.15% 5 8 3 Boating Under the Influence. . . . . . . . . . . . 9.09% 3 Reckless boat operation ..... 6.06% 2 1 11 33 33.) Do you think the Summit is a valuable conference for boating and water safety professionals and volunteers?

Yes	 % 35
No	 <i>6</i> 0
No Opinion	 <i>6</i> 0
Totals	 % 35

### Thank you to the following organizations for their sponsorship for the 2008 IBWSS:

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#### The Personal Watercraft Industry Association

Founded in 1987, The Personal Watercraft Industry Association (PWIA), represents the four manufacturers of personal watercraft (PWC), American Honda Motor Co., Inc., Bombardier Recreational Products, Inc., or BRP, Kawasaki Motors Corp., U.S.A., and Yamaha Motor Corporation, U.S.A. PWIA and the PWC industry are vitally interested in promoting safety on our nation's waterways, while respecting the aquatic environment in which the vessels operate.

#### Houston Safe Boating Council, Inc.

The Houston Safe Boating Council, Inc. (HSBC) is a 501 (c)3 non-profit agency whose mission is to Improve interaction between boating organizations, *Provide* information on available safe boating courses and *Promote* safe boating through education in the greater Houston area. For more information please visit www.houstonsafeboatingcouncil.org.

#### TruePath Association Partners. LLC

TruePath Association Partners, LLC offers complete and flexible professional association management services. Our talented staff provides high-quality, professional administrative support while ensuring efficiency and maintaining organizational identity. Our management team has the expertise to provide full-service association management and the flexibility to help meet specific organizational needs.

## ···· OMEDIA CONTEST · O····

### Categories: International Boating and Water Safety Summit, San Diego, CA

Givaways/Handouts;Posters/Signs;Booklets/Brochures; Audio PSAs;Video PSA; Electronic Education; Special Category Education

#### Judging Criteria:

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

#### Judges:

*Facilitator:* Eugene Goff, US Army Corps of Engineers, Tulsa District

#### Panel:

Jacky Gorman, State of Connecticut Department of Environment Protection Margaret Schulze, Branch Chief, B-Department, U.S. Coast Guard Auxiliary Atul Uchil, PhD, United States Coast Guard Auxiliary Pam Doty, US Army Corps of Engineers, St. Louis District

#### 121 Entries were reviewed and selected from.

#### WINNERS:

#### **Giveaways/Handouts:**

1<sup>st</sup> Place: California Department of Boating and Waterways ("Wear It California.com") Water Safety Message T-Shirt in shrink wrap

2<sup>nd</sup> Place: U.S. Army Corps of Engineers, St. Louis District Magnet with Water Safety Message; "Boat = \$\$\$\$ Life Jacket = \$\$ Staying Alive = <u>Priceless</u> Wear Your Life Jacket"

("If you Love Me...... Make sure you put a Life Jacket on me before I get near the water. 96% of drowning victims would be alive today if they had worn a Life Jacket")

3<sup>rd</sup> Place: U.S. Army Corps of Engineers, Omaha District Red Handkerchief with Water Safety Message "Life Jackets Save Lives"

#### **Posters/Signs:**

1<sup>st</sup> Place: Oregon State Marine Board Poster with Water/Boating Safety Message "Oregon Sober Boating LAWS Are There For Everyone" "Boat Safe, Boat Sober"

2<sup>nd</sup> Place: California Department of Boating and Waterways Print Ads with Water/Boating Safety Message "Wear It California")

3<sup>rd</sup> Place: U.S. Army Corps of Engineers, Savannah District Sidewalk Stencil with Water/Boating Safety Message "Boat Smart – Boat Safe Wear Your Life Jacket!" Bridge Stencil with Water/Boating Safety Message "Don't Just Pack It – Wear It! Life Jackets Save Lives"

#### **Booklet/Brochure:**

1<sup>st</sup> Place: Canada Booklet with Water/Boating Safety Message "Passport to Boating Safety"

2<sup>nd</sup> Place: State of Connecticut Department of Environmental Protection

2008 Calendar with Water/Boating Safety Messages

3<sup>rd</sup> Place: U.S. Army Corps of Engineers, St. Louis District Table Top (cardboard) Tent with Water/Boating Safety Message "Teach Me to Swim", "Don't Let Me Swim Alone", "Watch Me Closely at All Times When I'm Near Water" and "Don't Let Me Use Inflatable Toys"

#### Audio PSA:

1st Place: U.S. Army Corps of Engineers, St. Louis District Title: "STUPID"

2<sup>nd</sup> Place: U.S. Army Corps of Engineers, St. Louis District Title: "Wearing Your Life Jacket"

 $3^{rd}$  Place: U.S. Army Corps of Engineers, St. Louis District Title: "4th of July Water Safety"

#### Video PSA:

1<sup>st</sup> Place: Oregon State Marine Board Title: "Cooler Surprise" (with hand reaching out of cooler to address boating under the influence)

2<sup>nd</sup> Place: Oregon State Marine Board Title: "John Gabriel/Survivor"

3<sup>rd</sup> Place Tie: Kentucky Department of Fish and Wildlife Service Title: "KISS" TV Ad

3<sup>rd</sup> Place Tie: Florida Fish and Wildlife Conservation Title: "Last Thing You See and Never Forget" (Wear It Florida)

#### **Electronic Education:**

1<sup>st</sup> Place: US Army Corps of Engineers, National Operations Center for Water Safety "Bobber, The Water Safety Dog" interactive cartoon/animation, CD and website: bobber.info Message Themes: "Who is Your Buddy" and "Sinker" in Spanish Language water safety messages for 2008.

2<sup>nd</sup> Place: Alaska Division of Parks and Outdoor Recreation Title: "Cold Water Boating"

3<sup>rd</sup> Place: The Josh Project, Toledo, Ohio Title: "The Josh Project - Swimming to Save Lives"

#### **Special Education Category:**

Media Contest Chairman's Honorable Mention: United Kingdom Title: "SEA Safety Life Boats, the Complete Guide" Package had CD and Teachers' Guide combined

Media Contest Chairman's Honorable Mention: Kansas Department of Wildlife and Parks

Title: Lighted writing ink pens (red, green and white – colored pens) to use as teachers' aid to facilitate the understanding of boat lighting for starboard, port and stern positions; interactive/ hands-on approach.

### **2008 Summit Singers**

(to the tune of "Come Monday" as performed by Jimmy Buffet)

Heading down to San Diego for the once-a-year Summit Show I've got my life jacket on It's a message I wanted everyone to know

But honey I never thought It's a message not everyone's bought Come April, the Summit's here Come April, we'll make our message clear

We'll spend three fun-filled days in the warm sunny rays Hard to believe that it's been a whole year

Well they used to be bulky Make you hot and ruin your tan Someone who won't wear these new ones I guess I just don't understand

And honey there's no debate They're cool and they even inflate Come April, the Summit's here Come April, our message is clear

We'll spend three fun-filled days in the warm sunny rays I just can't believe it's so near

I can't help it honey You know I want you to float Remember last year at the Summit You vowed to wear it whenever you boat

I can't wait for the Summit A goal that's just within reach I get to count it as work time Going to school at the beach

California is calling me There's some friends I just can't wait to see It's April, the Summit's here It's April, our message is clear

There's a bay full of boats Skippers wearing their floats And we're so very glad that you're here

(Repeat)



## ···�· A HAWAIIAN BLESSING ·�···



During the General Session on April 17, California Boating Director, **Ray Tusneyoshi**, a native Hawaiian, introduced **Tom Pohaku Stone** from Kanalu K38 to the membership in attendance. Tom entered with a traditional and powerful message in his native Hawaiian language.

The members turned and watched as he moved forward from the rear of the room, gathering with him the blessings and permission for all of us involved in water safety, to go forth and to remember our own heritage for the purpose of saving lives.

That is precisely what brings people together at the annual IBWSS. Information, data and ideas are exchanged at IBWSS to enhance boating and water safety resources for professional and recreational enthusiasts whether from paddle craft, sail or motorized vessels. The attendees care passionately

about their work in boating and water safety.

#### Kanalu K38 Blessing to the people:

The Hawaiian people have always been aware of their ocean environment and its many moods and rhythms. Ka Makani 'ula o ke kai - the red wind that belongs to the sea. What this means is that the blood that flows through us is the wind of our ancestors who gave up the land to become a sea going people of this great world we call home - we are all one people of this canoe.

Our ancestors embraced the knowledge of the gods to care for the land and the sea by identifying and maintaining a harmonious relationship with their fragile island resources. From this concept of Malama our kupuna established the foundation of our culture and our relationship to the ocean.

Though similar in some ways to other Pacific island cultures, our unique culture remains very different from any other Pacific isle peoples. If we do not continue to Malama then we will have failed as people and we will stand to lose our living culture.

Malama Kai - Our precious marine ecosystems, including important fishing grounds, coral reefs, beaches, and surf sites are being impacted, but we are here to care for it. The sea is a lei around our islands in the sea of which our ancestors emerged from and had respect for this sea, and the aspects of their well-being was reliant upon it. Malama kai - care for the sea and take from it only what is needed and to respect its godly power.

Mahalo

### The final act for IBWSS 2008:

The food and beverage gone, the meetings and sessions are over... it was time for the removal of the last official Summit attendee wristband following the Saturday night Awards Banquet.

(Do not try this at home. Packing tape dispenser handled by a trained professional on a closed track.)



# The National Safe Boating Council is celebrating its fiftieth anniversary this year!

The National Safe Boating Council, Inc. (NSBC) was organized in September 1958, under the name "National Safe Boating Committee." Since that time, this organization has grown into a dedicated group of organizations that represent the leadership in the boating safety community. The NSBC, primarily noted for the coordination of the National Campaign and Safe Boating Week, is made up of over 350 boating safety minded organizations. It is through these organizations the projects of the NSBC are developed and implemented. This year, the NSBC is celebrating the success of recreational boating safety giving much credit to the U.S. Coast Guard Office of Boating Safety, the National Association of State Boating Law Administrators and all the other boating community organizations that belong to the NSBC. The many advances in safer boating over the past fifty years are to be contributed to all the member organizations and the work they do for recreational boating.

 $\bullet \bullet \bullet$ 

Join the National Safe Boating Council and its Summit partner, the National Water Safety Congress, to commemorate the success of Safer Boating Through Education and Outreach.





The National Safe Boating Council invites all the Boating Safety Community to participate in celebrating 50 years!





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THE LUCKIEST THING YOU CAN DO FOR YOUR CAREER!

Join us at the

13TH ANNUAL INTERNATIONAL BOATING & WATER SAFETY SUMMIT

### APRIL 19 - APRIL 22, 2009 (SUNDAY THROUGH WEDNESDAY)

# PANAMA CITY BEACH, FLORIDA

MARRIOT BAY POINT RESORT

