

2009 INTERNATIONAL BOATING & WATER SAFETY SUMMIT



Proceedings

**PANAMA CITY BEACH
~ FLORIDA ~**

SUNDAY, APRIL 19 - WEDNESDAY, APRIL 22



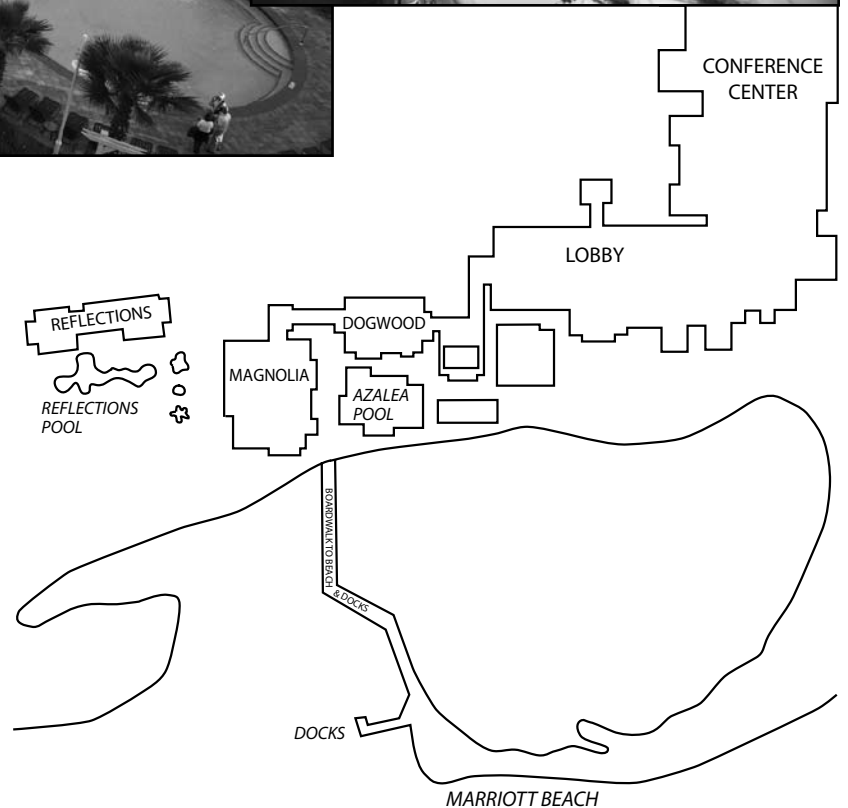
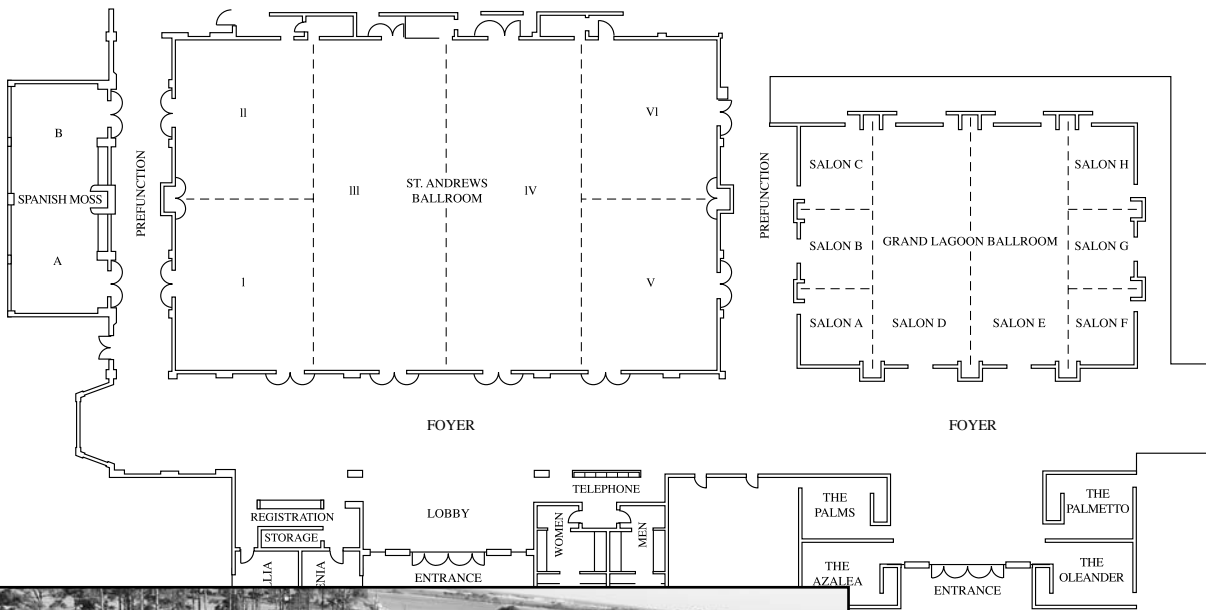
*A Joint Program Sponsored by the
National Water Safety Congress
and the National Safe Boating Council.*



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



CONFERENCE CENTER AND SITE MAP





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 13th Annual International Boating and Water Safety Summit. We had over 350 boating and water safety professionals and volunteers in attendance as “teachers” and “students” as knowledge and techniques were shared during general and breakout sessions. The outdoor, hands-on breakout sessions were well attended again this year.

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 breakout sessions. If you would like more information on any session, please contact the presenter listed with the session. (Summit attendees are listed in alphabetical order beginning on page 37.)

We encourage you to put next year’s Summit on your calendar, which will be held at the **Hilton Daytona Beach Oceanfront Resort in Daytona Beach, Florida, March 28 - 31, 2010**. The east coast of Florida will be a new setting for the Summit and we urge you to keep an eye on our websites (www.watersafetycongress.org and www.safeboatingcouncil.org) for registration information.

Thank you to all who participated in the 2009 “Lucky 13” Summit in Panama City Beach! We look forward to seeing you in Daytona Beach next March.



Arlyn Hendricks
President
National Water Safety Congress
www.watersafetycongress.org



Veronica Floyd
Chair
National Safe Boating Council
www.safeboatingcouncil.org

Thank you to Boat Ed for being one of our sponsors for the 2009 IBWSS including the Opening Reception, Monday's luncheon, Wednesday's luncheon, and the Awards Banquet.

Launched in 1995, Boat Ed is a national organization dedicated to providing boater safety education. Boat Ed works closely with the state agencies responsible for boater education to develop distance learning and classroom courses.

From the beginning, Boat Ed's focus has been on quality—no shortcuts, no “one size fits all” approach. When developing instructional content, Boat Ed works intensively with each state agency to ensure that the content and the “look” of each publication uniquely reflects that state's laws, that state's students, that state's waterways, and that state's needs.

This commitment to customization and quality has never wavered. Since its mid-1990s inception as a course developer for a single state, Boat Ed has earned the trust of 49 state agencies, the United States Power Squadrons, and the U.S. Coast Guard Auxiliary.

Today, Boat Ed offers a wide range of instructional materials, custom-tailored for each state. And, Boat Ed is constantly innovating and working to develop products specifically requested by its agency partners.

Thank you to Rotonics Manufacturing, Inc. for being one of our break sponsors for the 2009 IBWSS.

Rotonics: Your source for buoys, solar lights, floatballs, pontoons.

Thank you to Bombardier Recreational Products, Inc. (BRP)

for sponsoring all the Personal Watercraft for the 2009 IBWSS breakouts and demonstrations.

Thank you to Mustang Survival and Stearns-Coleman

for sponsoring all of the equipment for the Inherently Buoyant Life Jackets vs. Inflatable Life Jackets breakout sessions on Tuesday and Wednesday.

Thank you to the following organizations for sponsoring the IBWSS Networking Room
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. HSBC has also developed such programs as W.A.D.E., a national award winning 3-day hands on boating youth program and Women's W.A.D.E., a boating educational program developed exclusively for women. 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. DebbieLee Dougherty, President, has been in association management for over 13 years and received the designation of Certified Association Executive.

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

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~ PRE- AND POST-SUMMIT SESSIONS ~

National Safe Boating Council Close Quarter Boating Handling

National Water Safety Congress Personal Watercraft Course

National Water Safety Congress Open Water Rescue for First Responders

National Association of State Boating Law Administrators Workshop

National Water Safety Congress Board Meeting

National Association of State Boating Law Administrators – Education and Outreach Committee:

Education Standards Sub-Committee

Marketing /Outreach Sub-Committee

Course Administration Sub-Committee

National Safe Boating Council Board Meeting

Boating Education Advisory Panel

National Association of State Boating Law Administrators Waterway Management

U.S. Army Corps of Engineers – VSC Meeting

U.S. Army Corps of Engineers Agency Meeting: Best Management Practices

U.S. Coast Guard RBS Meeting

National Safe Boating Council General Membership Meeting

We thank our partners and customers for allowing us to share a common vision—educating recreational boaters.



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~ PRE- & POST-SUMMIT SESSIONS ~

National Association of State Boating Law Administrators

April 17, 2009

Education Course Providers Workshop

The Education Course Providers Workshop began with a review of the 2007 workshop outcomes and a discussion on previously identified issues and subsequent progress on addressing those issues. The prototype website for state-specific information inclusion was presented to the attendees. In addition, the workshop included discussion on the monitoring plan for online courses, the grant research project to create a set of delivery and presentation standards, and the new Paddlesports Education Standards. Fifteen people attended the course workshop, representing two online courses, one private course provider, US Sailing, the United States Power Squadrons, seven state agencies and a number of RBS partners.

April 18-19, 2009

Education & Awareness Committee Meeting

The Education & Awareness Committee and its subcommittees met April 18-19, 2009.

The Marketing & Outreach Subcommittee discussed plans to implement and organize Operation Dry Water. This event will take place during the weekend of June 26-28 and will be a law-enforcement-focused weekend including saturation patrols and BUI checkpoints. A website, www.operationdrywater.org, will provide states with information and materials. The subcommittee is also developing a strategy for disseminating boating safety information to limited English proficient audiences, working to increase state participation in the National Safe Boating Council's "Wear It!" Campaign, and continuing to solicit materials for the online Marketing and Advertising Resources Catalog (MARC) library.

The Education Standards & Best Practices Subcommittee is developing a training program for new state education coordinators as well as an instructor training course focusing on the new paddlesports standards.

An outline of the new education coordinators course curriculum has been drafted and consists of five hours of training. The training will take place prior to the Education Committee meeting, which is held in conjunction with IBWSS. The program will provide support, information, a mentor program, committee process details, explanation of boating safety courses and introduction to course providers, list of resources (media, activities, national statistics), explanation of awards given, conference information and a directory of all of the education coordinators.

The instructor training course curriculum for the new Paddlesports Standards is complete. The training consists of a three-day course that incorporates both classroom and on-water aspects. The curriculum will go before the NASBLA membership in September for a vote. If approved, the course will first be held in October 2009 in Ohio and then offered in conjunction with the 2010 IBWSS in Daytona Beach, Fla.

The subcommittee is also providing oversight for the Risk-Based Analysis of the National Boating Education Standards, developing a set of best practices for advanced boating education courses, determining whether changes are needed in the National Boating Education Standards with regards to boating terminology, and developing a strategy for disseminating boat-

ing safety information to limited English proficient audiences.

The Boating Course Administration Subcommittee is developing a plan to monitor boating safety courses offered on the Internet. The subcommittee has determined that a monitoring plan would allow for random, unannounced reviews of courses in which the use of the NASBLA logo and adherence to the Standards and the Terms & Conditions would be reviewed. A part-time person would need to be hired by NASBLA to provide this service and the position would be funded by a combination of a flat fee collected from all providers and a series of fines levied for infractions. Any course provider found in violation of the rules could face a fine or have the NASBLA-approval of the course suspended for a period of time.

The subcommittee is also providing an advisory committee for the creation of best practices that may lead to a set of Delivery & Presentation Standards and developing a definition for "Reciprocity" and determining how this relates to the concept of "adequate education."

As part of a standing charge for the Education & Awareness Committee, a test-question writing workshop was held on the afternoon of April 19. The workshop served to train state members and other attendees how to write effective NASBLA test questions. Emily King and Jo Mogle led the workshop. The information discussed came directly from the Standards.

National Water Safety Congress

April 18, 2009

The National Water Safety Congress bi-annual Board meeting was held on Saturday, April 18, 2009 in Panama City Beach prior to the opening of the International Boating and Water Safety Summit which the NWSC co-hosts. The meeting was opened Saturday morning and included approval of Minutes and the Treasurer's report. Membership reports were given. Special recognition was given to Tom Plant, Treasurer, and to Brenda Warren, Executive Board Member, as they retire from WE Energies and the United States Corps of Engineers, respectively. Brenda and Tom will remain on the NWSC Board. President Arlyn Hendricks presented them with gifts, well wishes, and thanks for all they have done and continue to do to support the NWSC.

Guests, Liaisons, and Partnering Organization representatives included, Joe Carro representing the Office of Auxiliary and Boating Safety, Virgil Chamber of the National Safe Boating Council, Bill Gossard of NTSB, Jeff Hoedt Chief of the Office of Auxiliary and Boating Safety, Richard Moore, President and John Johnson, Executive Director, representing NASBLA. All of the attendees informed us of their organizations news and planned events through the Summit. President Hendricks thanked the partnering organizations for their continued support of the NWSC and for allowing us to participate in their organizations meetings and events.

The success of Cold Water Boot Camp and Spirit of America programs were discussed. Spirit of America Maryland and Kentucky programs should be opened later this summer. The NWSC web site's new look was presented. (www.watersafetycongress.org) Awards were reviewed for distribution during the Summit. *See awards page for additional information.* Grass Roots grants award winners were announced, with over \$40,000.00 awarded in over 16 states.

~ PRE- & POST-SUMMIT SESSIONS ~

National Safe Boating Council General Membership Meeting

April 19, 2009

The Spring General Membership Meeting of the National Safe Boating Council (NSBC) was called to order at 4:35 pm by Chair Veronica Floyd. Chair Floyd introduced members of the NSBC Board, Past Chairs and Boating Safety Hall of Fame recipients.

The Secretary's Report was presented and the Minutes from the Fall General Membership Meeting held in Clearwater Beach, Florida on September 7, 2008, were approved.

The Treasurer's Report was presented.

Virgil Chambers, NSBC Executive Director, introduced the staff and announced the newest member of the NSBC staff, Fred Messmann. Mr. Messmann is the NSBC Deputy Director and began working for the NSBC on June 2, 2009. Mr. Chambers announced that the Strategic Plan of the NSBC will be updated this summer at the Summer Board Meeting held in Washington D.C. on July 23 – 24, 2009.

Rachel Burkholder, Outreach Manager, provided a brief report on the "Wear It!" Campaign. The Campaign launched a new contest at the Summit, "Float Yourself Floato Contest" www.floatyourselfcontest.com. The contest will end on September 7, 2009. The winner will receive a IPOD Nano. The "Be A Survivor: Wear It!" contest sponsored by West Marine is available again this year. The winner will receive a \$1,000 shopping spree at a West Marine store. Be sure to visit the campaign web site www.safeboatingcampaign.com for more information on the "Wear It!" Campaign.

Partner organizations: United States Coast Guard, National Transportation Safety Board, Canadian Safe Boating Council, BoatU.S. Foundation, United States Power Squadrons, United States Coast Guard Auxiliary, United States Army Corps of Engineers, Personal Watercraft Industry Association, National Water Safety Congress, and the American Canoe Association provided brief reports on their organizations.

Virgil Chambers announced the Partnering Award recipients. The Partnering Award was recently renamed the Horizon Award and is presented to those individuals or organizations who have demonstrated outstanding support of the NSBC. The 2009 recipients of Horizon Awards include Jeff Hoedt, Ray Tsuneyoshi, John Johnson, Jim Battye, and Within Reach. Previous recipients of the award include Cecilia Duer, Boat Ed, and BoaterExam.com.

Mr. Chambers also announced that Ed Carter was recently named the new Executive Director of the Tennessee Wildlife Resources Agency.

The next NSBC General Membership Meeting will be held at the National Association of State Boating Law Administrators Conference in Corpus Christi, Texas, on September 27, 2009.

The General Membership Meeting was adjourned at 6:00 pm.

U.S. Army Corps of Engineers

April 19, 2009

National Water Safety Advisory Committee Meeting

Team discussed current trends found in Corps-related fatality and serious injury accidents and agency's campaign themes/products for 2010.

April 19, 2009

USACE Best Management Practices Session

Designed to share a few of the best working practices used by US Army Corps of Engineers recreation managers throughout the nation, this session showcased twelve outstanding water safety-related initiatives through 20 minute presentations and static displays. This session was open to any Summit participant.

April 20, 2009

Agency Meeting

Presentations included Headquarters Operations and Safety updates for USACE staff members attending the Summit. Discussed was the Corps' accident reporting system, national water safety educational products and key information related to operations of public recreational areas throughout the U.S. The session was conducted by Lynda Nutt, Manager, USACE National Operations Center for Water Safety; Sam Crispin, HQs Safety and Occupational Health Specialist; and Stephen Austin, HQs Senior Policy Advisor for Park Ranger Activities. During the session, Rachel Garren, Natural Resources Specialist from St. Louis District, was presented with the Corps Lifeline award for her significant work in support of the Corps national water safety program.

April 23, 2009

National Water Safety Advisory Committee Meeting

Team finalized plans for agency's campaign themes/products for 2010 and set out goals for the year.

United States Boating Institute Post Summit Meeting

Submitted by William Griswold

Business included approving Minutes and treasurer's report. There was discussion of the three grant applications that were on file with the CG:

- 5 Tons and No Brakes (a houseboat pamphlet).
- Boating Smart in North America (a joint effort with NMMA)
- Partnering Grant

Only the Partnering Grant was approved.

The USBI Strategic Plan was discussed, and making it complement the National RBS Strategic Plan. We also discussed the importance of aligning our grant requests with the RBS plan. We talked about our grant requests for January 2010:

- Safety Tips for Anglers, Hunters and Campers
- GMDSS
- Partnering

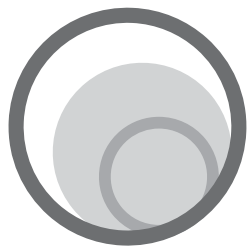
We refined procedures for nominations, discussions and approvals for our prestigious Silver Schooner Award.

The USBI fall meeting will be held in Annapolis, MD October 20, and our spring meeting in 2010 will be with the Summit in Daytona Beach.

~ SUNDAY, APRIL 19 ~

Opening Reception

Veronica Floyd, NSBC Chair, and Arlyn Hendricks, NWSC President, along with Cindy and Kurt Kalkomey from Boat Ed had the honor of opening the exhibitor area. This event officially kicked off the 2009 International Boating and Water Safety Summit in Panama City Beach, Florida. Beverages and light hors d'oeuvres were available to IBWSS attendees during the two hour reception to honor exhibitors and to spark networking opportunities.



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Official Beverage Sponsor of the IBWSS Opening Reception and Awards Banquet

~ MONDAY, APRIL 20 ~

Gayle F. Oberst

Mayor of Panama City Beach

The Mayor welcomed us to Panama City Beach and assisted Arlyn Hendricks and Veronica Floyd with the opening of the 2009 IBWSS. The Mayor presented a Proclamation to NWSC and NSBC designating April 19-22, 2009 as the 13th Annual International Boating and Water Safety Summit.

Update on the Office of Auxiliary and Boating Safety

Capt. Mark Rizzo and Chief Jeffrey Hoedt, USCG, presented an update from the Office of Auxiliary and Boating Safety.

St. Brendan's Sail Program: Effective Instruction for Youths with Learning Differences – Changing Lives with Boats and Water

James P. Muldoon

James Muldoon, founder of St. Brendan's Sail Program spoke to the attendees about effective instruction for youths with learning differences. Founded 26 years ago by Mr. Muldoon, The Brendan Sail Training Program for Youth with Learning Differences has touched the lives of many students in countless ways. Besides learning to sail, the students learn to work, depend on themselves and each other, and to accomplish a goal. From sail safety to capsizing drills, land and sea practice and even to buoy races – these students experience it all.

Cold Water = Hot Safety Topic

Cecilia Duer, NWSC Executive Director and Ted Rankine, Play Safe Productions and Canadian Safe Boating Council

If Mario Vittone can die in cold water, so can you.

Mario M. Vittone:

- USCG Rescue Swimmer / Instructor, Elizabeth City N.C.
- Distinguished flying cross for his ocean rescue of family of 4
- Enlisted Person of the Year for 2006

As a professional rescue swimmer, Mario Vittone's participation in Cold Water Boot Camp USA helped to demonstrate the challenges that even the strongest swimmers have in cold water. Mario along with 7 other tough and competent volunteers were put to the test in Mentor, Ohio's 37 degree water and then captured on tape for others to vicariously experience.

The finished program, produced by the National Water Safety Congress with a grant from the Aquatic Resources Trust Fund managed by the U.S. Coast Guard, is helping to raise awareness of the risks of accidental cold water immersion with boating/water safety educators and the general public. The expected net result is getting more people to wear lifejackets.

The general session on Cold Water Boot Camp USA included an introduction to the boot camp volunteers, an overview of the cold water immersion '1-10-1' principle created by Dr. Gordon Giesbrecht, Professor of Thermophysiology at the University of Manitoba and details on the materials available for boating/water safety outreach educators and the general public.

Another boot camp volunteer, Chuck Yoest / Tennessee Wildlife Resources Agency, summed up his experience and what would be felt by anyone who ended up in cold water; 'No matter what you think ...it's a fight for your life.'

As boating safety educators, we have been fighting for the lives of those who recreate on the water by aggressively promoting life jacket wear. The program Cold Water Boot Camp USA is one tool to help make that happen.

Keeping Outdoor Educational Facilities Alive

Philip Pfeffer

General Session remarks from Mr. Philip M. Pfeffer regarding our youth and the importance of education through boating and the out of doors.

In January of 1959, I joined Sea Scout Ship 27 in St. Louis, Missouri. I had been a Cub Scout for three years beginning at age 8, a Boy Scout for three years after that. I had received my Eagle in July of 1958. Sea Scouting in St. Louis was a bit more difficult as our water was the Mississippi River, dammed up at Alton to form Alton Lake.

Alton Lake could provide an interesting sailing experience with often fast currents and regular barge traffic, teaching us that it took a long while for downstream towboat and its tow of barges to stop. High adventure was sailing from Camp Behreton, the St. Louis Council's Sea Scout Base on Alton Lake in mid-December through the Alton Dam locks, through the Chain of Rocks Canal to the St. Louis riverfront, where we pulled our boats for the winter.

The reason I tell you this is that I was fortunate as a city kid in St. Louis to learn about, enjoy, and fall in love with every kind of boat from a canoe to a row boat to a sail boat to a power boat. I learned all things nautical as I earned my Quartermaster Award.

Since 1959, we have seen more boats, bigger and more powerful boats and personal water craft come on the scene. We have all seen more accidents, tragic injuries and tragic deaths.

For many years I have been concerned about how children and young people today can learn about boats, enjoy boats, and do so safely. I learned to swim at the Carondelet YMCA in St. Louis, and I remembered well the YMCA system for swimming advancement. It occurred to me that there should be a similar multi step program for boating competence. I took my thoughts to the YMCA of Middle Tennessee, and they were receptive to developing such a program.

What I have learned, is that teaching boating skills and safety takes resources, a lot of resources. We need to have developed programs, skilled and trained teachers or counselors and lots of equipment.

For several years, my wife Pam and I have supported the development of aquatics programs at camps so that young people can learn to be in and on the water knowledgeably, skillfully, competently, confidently, joyfully, and most of all safely. We have developed programs at Camp Widjiwagan, a YMCA Camp in Nashville, Tennessee and Boy Scout Camp Boxwell in Middle Tennessee and Boy Scout Camp Roy C. Manchester in Western Kentucky. While developing a boating program at Camp Widjiwagan, we learned about the Spirit of America program and the incredible work they do in this regard on a much larger scale.

Betsy Woods, the Boating Education Director of the Tennessee Wildlife Resources Agency, and Ed Carter, formerly Chief of Boating Law Administration and now head of the Tennessee Wildlife Resources Agency, introduced us to Cecilia Duer who among many things is the Director of the Spirit of America Foundation. We are very grateful to Betsy, Ed and Cecilia.

~ MONDAY, APRIL 20 ~

At Camp Widjiwagan our boating programs include canoeing, flat water kayaking, rowing, sailing, fishing, power boating and water skiing. The Spirit of America Foundation provided much of the equipment needed to support these activities, and the Spirit of America curriculum is used to teach boating skills and boat safety.

With the assistance of the State of Tennessee Wildlife Resources Agency, we have been given permission to administer the Tennessee Boat Operators exam to older campers. Those who successfully take the exam receive their permanent license. The summer of 2008 sixty-five campers earned their Tennessee Boat Operators license during their camp experience.

At Camp Roy C. Manchester, our aquatics program supports swimming life saving, fishing, canoeing, flat-water kayaking, rowing, small boat sailing, power boating and skiing. Again, the Spirit of America Foundation has agreed to help support this program with needed additional equipment and curriculum. Currently the Spirit of America curriculum is being modified by Cecilia to support the Boy Scout Merit Badge Programs for the following merit badges: Rowing, Canoeing, Small-boat Sailing, Water Skiing, Power Boating, and a scout can also earn a Kayaking Award.

In the summer of 2009, we plan to offer in conjunction with the camp's aquatics program, Kentucky State Boat Operator License curriculum so young people participating can ultimately qualify for their Kentucky Boat Operator's Licenses. In addition, Camp Roy C. Manchester offers a High Adventure week-long cruise for Scouts (boys and girls) fourteen years and older.

The Shawnee Trails Council also operates Camp Wild Cat Hollow near Russellville, Kentucky. At this camp, we have a beautiful lake but no boating activities. With the support of Spirit of America, we plan to offer flat water kayaking, canoeing, rowing, small boat sailing and power boating programs beginning this summer. Adding boating activities will bring new life to this historical and beautiful Scout camp.

I hope that these developments are just the beginning and that someday we can have, throughout the U.S., a variety of programs to teach boating skills and safety and make it possible to bring up generation after generation of boaters who are competent, safe and mindful of the beautiful environment in which we enjoy being in and on the water.

Teaching boating skills takes a lot of resources and without the Spirit of America we could not do what we are striving to do in Tennessee and now in Kentucky. I also want to thank the many organizations represented here for leading the way in making our waterways safer.

Promoting Boating Safety Through Innovation and BRP Introduction of New Sea-Doo Technology

Maureen Healey, PWIA and Caroline Emond, BRP

Today's personal watercraft are among the most environmentally friendly boats on the water. In fact, since 1998 technological advancements have resulted in emissions reductions up to 90% and sound reductions of 70%. All PWCs that are sold comply with applicable federal and state regulatory requirements.

As we all know, times are tough. Like so many industries, the PWC industry has experienced a downturn in sales this past year. The manufacturers, however, continue to create and develop new technologies, so that when sales begin coming back the industry will, once again, be poised to offer state

of the art vessels for all to enjoy. And, the age of electronics has allowed PWC manufacturers the ability to include a host of new enhancements and possibilities that have resulted in greater comfort, increased stability, enhanced maneuverability and an overall more enjoyable ride.

The latest industry technological breakthrough now includes features never before seen on personal watercraft. BRP has introduced the first of its kind suspension and braking system on select 2009 PWC models. Participants to the Opening Session enjoyed the opportunity to watch a video demonstrating those new technologies.

The Sea-Doo iControl system is the brain that integrates and controls all systems on select 2009 models. iControl optimizes the functionality of the new Sea-Doo Intelligent Suspension (iS) and Intelligent Brake and reverse (iBR) technologies.

The iS – intelligent suspension system supports the entire rider environment, including the seat, handlebars and footrests. The benefit is that the operator can stay seated, while the impact from the waves is absorbed by the suspension. The iS system offers the rider the ability to ride for longer distance with less fatigue and enhanced comfort and control.

The iBR – intelligent brake and reverse system offers the first-ever on-water braking system that works by cutting engine power, deploying the reverse gate and by re-applying engine power in reverse within a fraction of a second of applying sufficient brake lever pressure.

The result of this new technology is on-demand stopping, greater situational awareness, optimal low-speed maneuvering and improved safety.

The PWC manufacturers are constantly seeking to re-invent the PWC experience to offer riders greater comfort, riding ability and safety.

ACA Paddlesport Safety Standards

Jeremy Oyen, Chris Stec and Paul Sanford, American Canoe Association, and Emily King, Ohio DNR Division of Watercraft

Developed by the American Canoe Association, and fulfilling all the ACA and NASBLA paddlesport safety standards, this session presented an overview of the ACA SmartStart for Paddlers classroom-based course. The SmartStart for Paddlers course allows organization to offer high quality entry level paddlesports education to the general public. This session highlighted the ACA and NASBLA paddlesport safety standards and offered an opportunity to review the newly developed course materials and resources.

Life Jackets Float... Do You?

Robert B. Kauffman, Ph.D., Frostburg State University

Produced under a Coast Guard Grant to the American Canoe Association, the session presented the new video titled "Life Jackets Float... Do You?" Narrated by Anthony, the video is upbeat, hip, and geared to the younger generation. Its message is simple. It is to get people to want to wear their life jackets. Watch the video and see for yourself if the video accomplishes its objective. A limited number of the videos will be distributed to state boating law administrators, instructor trainers, and others in the boating safety field. In addition, the video is available from the American Canoe Association for a nominal fee.

~ MONDAY, APRIL 20 ~

National Drowning Prevention Alliance (NDPA) and Position Paper on Layers of Protection

Robert Ogoreuc, Slippery Rock University

This position paper addresses the National Drowning Prevention Alliance's definition of "layers of protection" and how this concept can be utilized in aquatic environments to aid in the prevention of childhood drowning. The NDPA recognizes that multiple strategies are necessary to prevent drowning. The term "layers of protection" is one way to classify the majority of strategies directly affecting aquatic environments. Other important prevention strategies, such as community education, legislation, local enforcement, and public awareness, are not addressed in this position paper. This position paper is intended to be a general overview for use by safety professionals, educators, community leaders, parents, caregivers, and members of the media. Additional papers discussing more details on individual "layers" addressed in this paper will be forthcoming.

(For the complete Position Paper please visit: www.ndpa.org/tips/layers.htm)

The NDPA stresses that no single device or solution can prevent child drownings. Parents, caregivers, aquatic facility owners, managers and operators should use "layers of protection" to provide a system of increased security to prevent unauthorized access to bodies of water, especially important for children. This means that multiple strategies or devices are used constantly and simultaneously.

The layers include various types of strategies and physical barriers, including supervision, fences, pool covers, alarms, education, and more. Supervision is the one layer that should be ever-present no matter what other layers are utilized. If a physical barrier should be compromised or damaged, supervision is always the first and last line of defense against drowning. The addition of other physical layers will simply buy more time to react if unauthorized access should occur. Some physical layers aid in preventing access to the water, such as fences or pool safety covers. Other types of layers, such as alarms, will alert adults immediately if the barriers have been crossed, but don't physically provide a restraint to access. And finally, some layers are intended to minimize injury should a child gain access to the water, such as swim instruction, proper rescue techniques, and knowing Cardiopulmonary Resuscitation (CPR).

Starting with supervision, pool owners and operators must choose carefully which additional layers will work best in their environment.

Although adult supervision and four-sided isolation fencing are two key layers of protection against child drowning, not even the most diligent caregiver can have their eyes on a child 24-hours-a-day, 7 days a week and barriers can be breached. The NDPA urges using multiple strategies and devices simultaneously to help prevent injuries and deaths from drowning. These include active adult supervision; preventing unauthorized entry with four-sided isolation fencing, gates and latches; safety covers; alarms; learning to swim; learning CPR and rescue techniques, and having an emergency action plan, and those additional layers listed above. Each additional layer or strategy beyond the first could be the one that saves a life. Use as many as possible at all times.

Overview of Inflatable v. Inherent Life Jackets

Gary Owen, Iowa DNR

An official invitation was made at the general session personally inviting the Summit attendees to attend and participate in the break-out session panel discussion "Inherently Buoyant PFDs vs. Inflatable PFDs". It was the desire of the panel to evaluate and discuss the pluses vs. minus of the inherently buoyant PFDs vs. the inflatable PFDs and generate interest, questions and concerns about the use of the PFDs for professionals.

"Wear It!" – One Message Making a Difference

Rachel Burkholder, Outreach Manager of the National Safe Boating Council, and a panel of "Wear It!" state participants including Arizona, California, Florida, Ohio, and Tennessee hosted an open forum to discuss how one message – "Wear It!" – is making its way across the country to change boating education forever.

A presentation of the national campaign included mention of other states across the country involved in the campaign, new features such as the "Float Yourself Float-o Contest" and "Be a Survivor: Wear It!" contest, and Internet buzz including Facebook, Twitter, and MySpace that are reinventing the "Wear It!" message and how it's reaching boaters from coast to coast. Additional comments were made to illustrate how simple it is to pick up the campaign with the help of the National Safe Boating Council.

Each state panel member, representing five states spread throughout the country, had an opportunity to share what they're doing in their own states and the successes they've had with the "Wear It!" campaign. These states have taken the initiative to spearhead this campaign and encouraged others to get involved as well. Each state is carrying the same message, but has modified how they're running the campaign to fit their state and their community. What may work in one state may not necessarily be as well received in another.

The "Wear It!" campaign is an effective educational approach to life jacket wear and education. The campaign continues to reach out to other states, organizations, and communities to get involved. This one little message is making one large impact on the boating community.

Education versus Regulation – The Life Jacket Policy Study

Lynda Nutt and Wayne Stogsdill, USACE

In May 2009, the US Army Corps of Engineers will initiate a life jacket wear policy to increase life jacket wear rates on its management waters in the state of Mississippi and western Pennsylvania. This session discussed the agency's purposes in conducting the three year policy test, as well as their steps in setting specific regulations based on boat type and size, efforts to inform congressional and media contacts as well as their focus on preparing the boating and swimming public for these major recreational changes. The session was co-presented by Lynda Nutt, manager of the USACE National Operations Center for Water Safety, and Wayne Stogsdill, Operations Manager for the Mississippi Projects.

Betsy Woods, Tennessee Wildlife Resources Agency, was the lucky winner in the Kayak Giveaway!!

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Luau featuring BoatU.S. Foundation Findings: Flare Tests Enlightening – A Demonstration

With the assistance of a USCG cutter stationed in the water off the hotel beach, BoatU.S. Foundation demonstrated a variety of daytime and night-time visual distress signals during the Luau Monday night. With Foundation staff narrating, the audience saw a wide variety of distress signals including smoke, red handhelds, meteors and parachutes as well as a few not-yet-approved non-pyrotechnic devices. While many boating safety professionals were aware of the difference between USCG-approved and SOLAS flares, there were several comments on just how dramatic that difference really is when the two are compared side-by-side. The audience took great interest in the non-pyrotechnic devices as well, especially given the absence of frequent expiration dates and disposal issues. After the finale was concluded, the crowd was eager for more and ready for the hands-on demos scheduled the next day. For more information, visit BoatUS.com/foundation/findings.



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ACA & NASBLA Paddlesport Safety Standards

**Jeremy Oyen and Chris Stec, ACA and Emily King, ODNR
Division of Watercraft**

Developed by the American Canoe Association, and fulfilling all the ACA and NASBLA paddlesport safety standards, this session presented an overview of the ACA SmartStart for Paddlers classroom based course. The SmartStart for Paddlers course allows organization to offer high quality entry level paddlesports education to the general public. This session highlighted the ACA and NASBLA paddlesport safety standards and offered an opportunity to review the newly developed course materials and resources.

Lifeguarding and Boating:

An historical look at how lifeguarding and boating have evolved over the past 100 years

**Bob Ogoreuc, Slippery Rock University and Kim Tyson
Robert E. Ogoreuc, Slippery Rock University and Kim W.
Tyson, University of Texas**

This presentation discussed how boating has been an integral part of lifesaving over the past 100 years, from the early days of the United States Life-Saving Service (USLSS) to the current use of high tech watercrafts used by today's open water lifeguards. The evolution from surfboats to personal watercrafts was addressed from past to current use, and the application and training required for effective operation and supervision at waterfronts was discussed.

USCG America's Waterway Watch

Lt. John Taylor

America's Waterway Watch is a program that engages the maritime and recreational boating industries and the public to maintain a heightened awareness of activity in the maritime domain and to report suspicious and unusual activity. The goal being to help prevent acts of terrorism and illegal activity that jeopardize maritime homeland security. A toll-free number is provided for the public to report suspicious/unusual activity in the maritime domain to prevent terrorism and other criminal acts. America's Waterway Watch educates the public on what "suspicious activity" is and acts as a "force multiplier" for the USCG and local law enforcement that builds on many local and regional programs. It also acts as a call for behavior change, aimed at people who live, work, or recreate on or near the water. America's Waterway Watch does not emphasize that individuals engage in surveillance or other activities that could be considered intrusive or violate Federal, State, or Local law concerning privacy or profiling.

Using High-Tech Tools for Safer Lake Management

Blake E. Hogue and Kimberly Bogart, Entergy Arkansas Inc.

In the beginning, lake management may have required little more than a staff gauge and a trusted operator to help monitor lake levels and open flood gates as needed. But, dramatic increases in regulations, recreational use, and property values over time have forced much more oversight by hydropower utility projects. Fortunately, the technological world has provided many new tools along the way to keep up with these growing trends.

Entergy Arkansas Inc. owns and operates two lakes in Hot Springs, Arkansas. With a small staff they have learned to seek out and use a variety of tools to efficiently manage our Project area. This presentation highlighted public safety considerations on FERC Project 271, lake level and flow monitoring tools used for hydro operations, and different GIS/GPS tools useful for shoreline management.

Public safety concerns associated with hydro power and lake level management include flooding, shallow water hazards, high flow rates in the tail race areas below dams, and boaters and paddlers coming too close to the dams. For improved lake level management, Entergy now uses lake and stream level transmitters and flood gate inclinometers to monitor flood conditions via satellite feeds to flood response station computers.

In shoreline management, considerations for public safety are incorporated into our permitting policies. These address boating congestion issues, safe navigation through narrow coves, and dock design in high flow areas of the lakes. Derris docks and hazardous debris are also identified for removal when required. This presentation explained and demonstrated some of the handy tools that aide in the safe management of Entergy's lakes. Entergy uses aerial photography, GIS software, and GPS enabled tools to plot and record items such as: boating accidents, high-recreational use areas, dilapidated docking facilities and other public safety hazards.

Entergy also uses multiple forms of media to spread lake and flow information and safety messages. The messages are broadcast in quarterly newsletters to about 7,000 customers, weekly email messages to about 1,000 customers, phone recordings and their website.

By keeping up with technology, Entergy is doing what they can to not only manage the lakes safely, but also to warn the public of the hazards that may exist and educate the public to improve safety along the lakes.

Alberta Parks Conservation Officer-Water Safety/ Boat Operations Training Course

Karen Hayduk and Grant D. Santo

This presentation highlighted the training requirements and activities Alberta Parks officers experience on their six day training course. The goal of this presentation was to show how Alberta Parks modular training program and graduated skill and knowledge development has successfully trained several hundred officers. The officers that successfully completed the course left with a better knowledge of water safety, boat operations, legislation and rescue as well as greater competence in the safe operation of small vessels.

The Alberta Parks Water Safety/Boat Operations training course takes a modular approach in exposing the students in a graduated skill and knowledge development manner. We demonstrated the course curriculum starting with the student application process (pre-requisites), through the daily classroom and on-water activities to the evening search and rescue scenario and the final student evaluation process.

Subjects we offer to our students include: boat operations, trailering, maintenance, legislation, weather, hypothermia, small prop boat operation, large prop boat operations, equipment, knots, towing, critical incident stress debriefing and search and rescue. Also included were photographs and a short video of the course and actual search and rescue missions.

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Alcohol Awareness Impact Award:

Boating Under The Influence, It's Your Choice

Kevin Holland, Montana Dept. of Fish, Wildlife and Parks

The Boating Under The Influence, It's Your Choice video and classroom presentation has three segments and takes from 30 minutes to 90 minutes to complete.

The first segment is a 17 minute video that shows how a family picnicking, a grandfather and grandson fishing and a group of younger people jet skiing are affected by using alcohol irresponsibly. This video has no dialogue but is a very gripping story and will hold your attention.

The second segment is a question and answer session. The instructor can lead a discussion on what was done right and what was done wrong in the video just seen. This segment is also the place where the instructor can educate the class about local laws and regulations as well as local water safety issues and alcohol awareness information.

The third segment is a hands-on demonstration. We ask volunteers/students to participate and put them in situations that mimic the effects of alcohol. We then ask the volunteer/students to do simple tasks. This segment is a lot of fun and educational. The instructor can customize this segment to fit the age and maturity level of the class.

This program offers several advantages to the instructor and intended audience. The instructor can choose to do any of the three segments alone if you have a shorter time period to teach or you can combine them as you see fit if you have more time. The instructor can customize this program to fit their specific needs based on time, equipment available, and age of the group or experience of the group. It is easy to customize and insert specific information that is found at different water environments and jurisdictions into this program. It is very easily adapted to the instructors needs.

Cold Water Boot Camp

Cecilia Duer, NWSC Executive Director, and Ted Rankine, Play Safe Productions and Canadian Safe Boating Council

Cold water awareness is one of the most powerful ways to encourage boaters to wear a lifejacket and the breakout session at the IBWSS provided both the proof and materials to help convince our non lifejacket wearing target audiences.

The core of the proof was in the visible responses from the 8 volunteers who participated at Cold Water Boot Camp USA; all very tough and able individuals who learned first hand the effects that cold water can have on someone. They learned the 1-10-1 principal created by Dr. Gordon Giesbrecht, Professor of Thermophysiology at the University of Manitoba.

In ice cold water, a person can expect:

1 minute: GASP: A person can expect approximately 1 minute to get control of their breathing. It starts with some initial deep gasps and is followed by hyperventilation that can be 6 to 10 times normal respiration. During that time do not panic. The gasping and hyperventilation will subside as long as you can keep your airway open. Wearing a lifejacket will help keep you afloat and allow you to focus on getting control of your breathing.

10 minutes: INCAPACITATION: A person can expect approximately 10 minutes of meaningful movement to self rescue or prepare to wait it out to be rescued before cold incapacitation sets in and you are not able to do anything. With-

out a lifejacket you will cease to be able to stay afloat.

1 HOUR: HYPOTHERMIA: A person can take approximately 1 hour before they are unconscious from hypothermia and another hour or more before their heart will stop from the cold. Wearing a lifejacket will help keep your airway open during this time.

These principles were effectively demonstrated during Cold Water Boot Camp by clips from the 8 volunteers. A DVD for classroom use was presented and is now available for boating and water safety educators through the National Water Safety Congress.

Panel Discussion:

REACH2O - Connecting the Next Generation

Tom Griffin, Executive Director, National Youth Marine Alliance, Tom Kemp, Director of Marketing, USPS, and Lynda Nutt, National Operations Center for Water Safety, USACE

"Connecting America's Youth With Activities In, On & Under The Water"

The National Youth Marine Alliance introduced the REACH2O initiative at IBWSS '09 to an audience of some 75 organization representatives. The initiative is designed to collect information on grass roots youth programs through a collaborative effort with many diverse groups. From swimming, fishing, & water sports; to boating education, camps and water safety programs, the goal is to identify as many physical programs as possible. This data will then be organized into an easily searchable web based system so that children and parents may get connected to a program in their own community. Growing participation through greater awareness is our primary focus.

For more information on how to participate please call the NYMA at (401) 935-6248 or email tom@goblue4kids.org

Developing Your Organization's Strategic Plan

Al Will, Chair, Canadian Safe Boating Council and President of Al Will & Associates

Facilitation:

It is impossible to be an expert within your own organization. People listen better to people from outside; outsiders also bring an objective look to your organization. You can pay a lot for a facilitator, a little or not much at all. You want a facilitator that one of your Board members or Staff has actually seen work. Failing that a good trusted peer or friend. Ask your Board members, staff, peers & friends for references and always check with a second source. If your Executive Director or a Board members has such skills, see if you can trade off your skills with another organization that could provide you with a facilitator.

Stakeholders:

The Board and staff need to develop a list of stakeholders including name, position, organization, relationship, phone number(s) and e-mail address. Stakeholders should include:

- Board members, current & past
- Staff, current & past
- Funders – people representing organizations that fund your programs and activities such as government grants
- Politicians as appropriate
- Peer or like-purpose organizations
- Community leaders as appropriate

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- People that support your mission & work
- People who are critical of your mission or work

The facilitator may use all or part of this list in pre-workshop input and/or invite their participation in the planning session.

How Much Time of A Facilitator:

Al has found that although you can accomplish the bulk of the work in a facilitated session in one-day it really takes 5 days of a consultant's time. Personally Al plans on:

- 1.5 – 2 days preparing. This includes phone interviews with 5-10 stakeholders, a pre-workshop survey/questionnaire to all stakeholders invited to attend (whether they do or not), setting up some exercises, tools and maybe creative games to stimulate discussion or to bring focus.
- 1 day (Saturday ideal) for divergent & convergent thinking including confirming or revising the Mission Statement, Vision Statement, and a SWOT analysis (Strengths, Weaknesses, Threats & Opportunities). Prioritizing opportunities, setting goals, then objectives and then activities. Every objective and activity must be assigned to an individual and/or committee. Makeup should consist of all board members, representation of staff plus the sample of stakeholders almost equal in number to that of Directors attending. A group of 25 – 35 is manageable while building synergy.
- ½ day (Sunday morning following the 1-day session). After a night of socializing and re-thinking the day, come back and firm up decisions and assign responsibilities. This might actually be a Board meeting where motions are passed & recorded. This session may or may not include stakeholders other than Directors and staff.
- 1 day allotted to write up the plan. This might include 1-draft distributed for input with a 7-day reply deadline. Collect input and re-distribute the final draft for Board approval and implementation.
- 5-3-1: 5-year Vision, 3-Year Objectives, and a 1-year work plan
- Total report not to exceed 10 pages
- For a modest increase in facilitator fees consider contracting the equivalent of 1 more day of work. The facilitator monitors the progress quarterly through e-mails of assigned responsibilities. If transportation is not a costly matter, possibly the facilitator returns at the 1-year anniversary for a half-day session to score the progress to date and develop a new work plan for year two.

So You've Been Sued: What you need to know

Robert B. Kauffman, Ph.D.

The session was divided into two parts. The first part delineated the four components of negligence. These four components formed the foundation of the second phase of the session. First, you must have a duty to the injured party. If you have no duty or no obligation to the injured party, there is no negligence. Second, there must be a breach in the duty. Generally, this is omission or something that you didn't do but that you should have done, or commission, which is something that you did, but that you did incorrectly. Third, the breach of duty must result in an injury, damage or loss. Fourth, there must proximate cause or the breach of duty has to have some relationship or cause with the injury, damage or loss that resulted.

Using the four components required for negligence as the foundation, the session examined and applied these principles

to the following case study. On a hot summer day, July 9, 2006, a group from the Joyce Meyer Ministries in St. Louis, Missouri, visited Castlewood State Park to have an outing and to swim in the Meramec River. Just down river from the beach area, there was a drop off in the river where the depth of the river went from a depth of less than two feet to over five feet. Combine this drop off with a gentle current, non-swimmers and no life jackets and there is a potentially recipe for tragedy. On July 9th, 2006, five youth in rapid suggestion drowned at this spot as they stepped off the drop off and couldn't regain their footing because of the soft silt and gentle current.

The group examined the materials presented in terms of the four components of negligence to determine if negligence occurred. In addition, the State Park had governmental immunity. A group discussion ensued and the case study illustrated the four components necessary for negligence to occur.

Panel Discussion:

On-Water Habitable Structures at FERC Projects

Moderator and Panelist Brian Romanek, FERC with Panelists Dave Evans, Santee Cooper and Kermitt Taylor, Duke Energy

This panel discussion addressed the challenges currently being faced by licensees dealing with the myriad of livable structures that have been constructed and exist on FERC-licensed hydropower reservoirs. These structures range from self-propelled, towable vessels to fixed, floating houses.

Panel Discussion:

Inherently Buoyant PFDs vs. the Inflatable PFDs

The panel consisted of Captain Richard Moore BLA for FL, Fred Messmann BLA for NV, Pam Dillon Ohio Div. of Water Craft Law Enforcement Chief and Gary Owen Executive VP NWAC acted as the facilitator. There were representatives from the PFD industry from Mustang, Stearns, and Revere Supply. The break-out session was very well attended with only standing room left and I do believe some were in the hallway as well.

Commonly used inherently buoyant and inflatable PFDs by professionals in the field were selected to evaluate. The examples were selected from Mustang, Stearns, Extra Sport, Stolquist Water Ware. It was the desire of the panel to share with the Summit attendees the pluses and the minuses of the selected PFDs. The panel evaluated the selected PFDs in the following categories: physical features, buoyancy, dependability, comfort level, maneuverability, ability to swim with the PFD, impact protection, ability to defend your self, facilitate arrest, accessibility to your gun belt and to accurately and properly use your equipment.

The type of PFDs selected by professionals seemed to vary depending on the climate where used, intended use by the wearer, buoyancy and comfort level. The bottom line seemed to be that all evaluated PFDs were all very dependable and reliable. The inflated PFDs require continued maintenance of the inflating mechanism of the PFD by the wearer to insure the dependability of the PFD to properly inflate.

The inflatable PFDs seemed to be more commonly used in warmer climates but when the attendees were polled, about 50% use of inherently buoyant PFDs and 50% use of inflatable PFDs.

The break-out session generated a lot of questions, and concerns from the attendees about the confusion of the manufac-

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tures labeling on the PFDs. If there are questions on the PFD labeling coming from the professionals, what would be the expectation of the general public to understand the proper and intended use of the PFD by the manufacture. It was suggested by the attendees that this topic would be a great general session or a break-out session in the future.

Due to the large number of attendees to the break-out session there was a thought that this same topic should be looked at in the future for a possible topic in a general session.

Boating Safety Youth Program Award: Kids Don't Float School Program

Megan Piersma, Alaska Office of Boating Safety

The Kid's Don't Float Schools Program is a model curriculum that can be used by anyone wishing to introduce basic boating and water safety concepts to K-12 students. These easy-to-use, short lessons include fun activities that emphasize key points in boating and water safety, such as the proper use of life jackets.

The Kids Don't Float Schools Program is comprised of two one-hour lessons and one in-water lesson. The focus of the program is on the learning objectives and goals listed in Lesson One. These objectives are driven by statistics, and focus on what is killing Alaska's children; therefore it is important that the objectives in Lesson One be thoroughly covered before moving on to other subjects. There are times when instructors have the opportunity to present for more than one hour (or multiple times) to a class. Thus we have added Lessons Two and Three allowing the instructor to cover the learning objectives, as well as other boating safety related material, in more detail. This program is geared for kindergarten through sixth grade, but can easily be adjusted to reach the older grades.

Program Goals:

- Develop student awareness, understanding, and appreciation for Alaska's cold water and the hazards it presents
- Develop student awareness of the importance of wearing life jackets while on a boat or around the water
- Provide students with the skills necessary for the proper selection and use of life jackets
- Encourage safe and responsible behavior when on a boat or participating in outdoor water related activities

The Kids Don't Float School Program is written and designed in such a way as to allow other states to take the curriculum and adjust it in any way necessary to fit their own goals and objectives. Any part of this curriculum can be modified in order to be taught anywhere around the country. Kids Don't Float strives to change the safety culture of boating by educating the younger generations- they will someday grow up to be adults and will be our future boaters.

Adopting Kids Don't Float For Your Own State

Because the curriculum is written in such a way that anyone can pick it up and teach, it is very easy to find people to teach the program because there is no formal training needed. Once instructors are found, a test school needs to be confirmed. Use the test schools as a sounding board- try the curriculum out on them and pay attention to the response. Have the teachers fill out evaluations of the program and of the instructor. Ask the teachers to recommend the program to fellow teachers and use word-of-mouth to get the program out into the community. Once the program takes hold, move to other schools, other districts, summer camps, safety fairs,

marine festivals, etc... to ensure program longevity.

A Breakdown:

1. Develop state-specific information for the curriculum.
2. Find instructors to teach the program.
3. Find a "test" school.
 - a. Advertise in a small region (one school district?)
 - b. Flyers, post cards, phone calls, school visits
4. Ask teachers involved in test run to fill out program and instructor evaluations.
5. Ask teachers to recommend program to fellow teachers- good word-of-mouth is crucial!
6. Use your community contacts & references to spread to other schools, other districts, other areas of the state!
7. Purchase "goodies" and handouts (whistles, bracelets, pencils, tattoos, etc... with logo)
8. Create activity books, stickers, a "brand"
9. Attend safety fairs, summer camps, water festivals, etc...

The Kids Don't Float School Program is available as a PDF on the State of Alaska's Boating Safety webpage: www.alaskaboatingsafety.org or to go directly to the curriculum: dnr.alaska.gov/parks/boating/kdfhome.htm

Please contact us if you have any questions or requests concerning program implementation or the Kids Don't Float program in general.

Audience Polling

conducted by National Safe Boating Council

This presentation used the interactive audience response system to gather data from the conference participants. Each audience was presented with the same standardized set of questions. The quick results to each question will show participants where the trends are and the areas needed for improvement.

See the results of the polling on page 25.

Water Safety Quiz

Traci Robb, USACE Natural Resource Specialist

The water safety quiz was born with the help of multiple people and multiple agencies. The main players were Kansas Department of Wildlife and Parks and U.S. Army Corps of Engineers, Kansas Projects within the Kansas City District and Tulsa District. The goal of the quiz was to get more public interaction at our special events in hopes of increasing water safety awareness and education.

In 2007, at an annual Boat Smart Meeting, with the above agencies, the brainstorming goal was to find possible ways to get the water safety message to speak with a louder voice that really stayed with the visitors. Various activities had been tried in the past, but they weren't able to slow the traffic and really encourage public interaction at the exhibits. With a water safety quiz idea brought to the table by Gary Simmons, Park Ranger at Fall River Lake USACE Tulsa District, that he had seen on a USACE Sacramento District website and a rubber duck reward/giveaway item idea from Erika Nighswonger, Boating Education Coordinator for Kansas Department of Wildlife and Parks, we decided to try this new activity at that year's State Fair booth.

The quiz and rubber duck prize was an instant hit with the public. The one-on-one interaction and the quality of the contacts was immeasurable. Traci Robb, Marion Reservoir

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USACE, Cynthia Dierks Milford Lake USACE, and Gary Simmons then designed a new quiz that has evolved over the past two years into two different versions that is rotated between events and years. Cynthia spearheaded the choice of questions through popular vote by Park Rangers in both Districts to get the best variety of ideas. Other developments have included the use of a watermark, website addresses and two-sided printing to have both an adult and a child's version. Great aspects of the quiz are the opportunities it provides the public to continue learning. The public takes their answered quiz home and they have another quiz on the back side of the paper to share with someone else and multiple water safety website addresses are listed on the quiz for them to explore. The water safety quiz is an easy, but very effective tool that can be used in various settings with any age group. It is easy to adapt and try new ideas. The newest version of the quiz that the group is working on will be a picture quiz available for very young children or people that can not read.

The partnership between Kansas Department of Wildlife and Parks and the two U.S. Army Corps of Engineers Districts has helped make this a success. The Corps provides the paper and Kansas Dept. of Wildlife and Parks prints and bounds the quizzes in 100 quiz stacks for free. The way the quizzes are bound makes it easy for the people working the booth to keep track of how many contacts have been made during the day. In the past, people working a booth at the Kansas State Fair would be lucky if they had 200 solid contacts where water safety was actually discussed and usually only with children. This does not count the number of conversations with the public about camping, fishing, or complaints and compliments. Using the quizzes, the number of water safety contacts with good communication and interaction averages around 500 to 700 a day for the ten days of the State Fair. There was even two days recorded during the 2008 Kansas State Fair that 2000 water safety contacts and quizzes were given to the public. All the events, exhibits and school programs boast this kind of success and it is planned to continue using the water safety quizzes into the future.

Pre-Historic PowerPoint

Doug Golding

This program offered boating instructors simple solutions to avoid overusing PowerPoint, and shared innovative training aids, classroom demonstrations, and teaching techniques that help instructors prevent "Death by PowerPoint" while increasing interaction with students.

Advantages and disadvantages of using both older equipment and modern technology in the boating classroom were examined. Today's electronics (LCD projectors, laptops, DVD players), along with the ease of using software such as PowerPoint, allow instructors to provide multi-media audio-visuals. However, poor use or overuse of these tools can lead to "Death by PowerPoint." Many instructors have experienced it, but not all instructors recognize when they commit it. Excessive use of PowerPoint makes the instructor's task of getting through material in the allotted time easier, but the student's task of sitting through and absorbing the material becomes more difficult. Boating is fun and entertaining and a boating safety course should be too.

PowerPoint offers little in terms of the hands-on training that may help students learn and retain knowledge. Interspersing

PowerPoint with interactive instruction and demonstrations can increase student participation and better train the student. The key is visual training aids that are effective, readily available, inexpensive, and easily carried into the classroom. This presentation shared:

- Methods for more effective use of PowerPoint
- Training aids that use a magnetic board for more versatility than PowerPoint
- Training aids that use an overhead projector for more versatility than PowerPoint
- Demonstrations using boats, boating equipment, and gear

Current Trends in Open Water Lifeguarding

Robert E. Ogoreuc, Slippery Rock University, Kim W. Tyson, University of Texas, and Brian Davidson, Lake Metro Parks

North, South, East and West: what are the differences and challenges that open water lifeguards face? From the Great Lakes, Gulf Coast West Coast and East Coast, all present lifeguards with unique water and beach conditions. These various conditions create the need to operate their lifeguard services in ways that are unique to their geographic area. The panel presented examples of variations from each geographic area and fostered an open discussion on the necessity to train lifeguards to their specific conditions. An overview was also presented on the common requirements that are needed for all open water lifeguards.

Results of Santee Cooper's First Regulated Alligator Harvest

**Jeff Thomas, South Carolina Public Service Company
(Santee Cooper)**

The American alligator reached its lowest levels in the 1960's. As a result, it was listed as an endangered species. "Total protection" under the Endangered Species Act was removed in 1987. The alligator is still listed as "threatened by similarity of appearance" because of its likeness to protected crocodilians worldwide. Estimates of the population are around 200,000.

Alligators in the wild can live more than 50 years. Male alligators can grow up to 16 feet, whereas female alligators grow up to 10 feet. Females lay an average of 35 – 40 eggs that incubate for about 65 days. Hatchlings are about eight to ten inches in length and around 20% survive.

South Carolina's public alligator harvest program allows residents and nonresidents to participate. All participants must possess a current South Carolina hunting license and hunters are selected through an online quota and random selection process. There is a \$10 nonrefundable application fee and, if selected, a \$100 permit fee is required to purchase the permit and tag. A maximum of 1000 permits and tags are issued.

The first season experienced 1,475 prospective hunters from 19 states applying for a permit. Of these, 1,000 applicants were selected and were eligible to purchase a permit and tag. 789 hunters completed the permitting process and purchased a permit and tag. Those hunters not selected will receive one preference point.

The season resulted in 362 alligators being harvested from 13 different counties. Lakes Marion and Moultrie (the "Santee Cooper Lakes") had 45 alligators 10 feet or longer harvested. The largest reported alligator was 13 feet, 7 inches and was

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taken from Lake Marion. Overall, the average size of alligators harvested statewide was 9.2 feet.

A Case Study - Enforcement Actions on Unauthorized Docks

Mark C. Jordan, Ameren Services Company

Lake of the Ozarks is located in South Central Missouri. The dam was completed by Union Electric Light and Power Company (UELP) in 1930. The lake is 84 nautical miles long, has a surface area of 54,000 acres and 1150 miles of shoreline at full a pool elevation of 660 UED.

A new 40 year license was issued by FERC on March 30, 2007. A Shoreline Management Plan was filed with FERC in March 2008 and is still pending approval. AmerenUE is currently issuing permits and managing the shoreline under the provisions of the FERC license and AmerenUE's permit guidelines.

The property for the project was acquired in fee and by easement by Union Electric Development Company (UED). UED then conveyed all lands required to operate the project to UELP and reserved an easement for UED over the conveyed lands. The following reservation language was included within the deed of conveyance. "to use the surface of said lands whether submerged or not, for any and all purposes whatsoever, including the erection and maintenance of improvements thereon, provided such use will in no way interfere with the construction, operation and maintenance by Union Electric Light and Power Company...the dam...or any other dam...and provided further that such uses do not violate any regulation of public authorities, either Federal or State, having jurisdiction over the Lake Reservoir or its shores." UED then sold all non-project lands to private owners and conveying the easement with the sales.

The subject property is a waterfront restaurant and lounge. In April 2008 the owner contacted AmerenUE to inquire about moving two additional docks to this location. AmerenUE informed the owner a permit would be required and explained the application / approval process. On May 19 the owner moved the docks into place without permits or authorization. AmerenUE delivered a letter demanding removal of the docks the next day on May 20. On May 23 AmerenUE filed a complaint and temporary restraining order (TRO) in federal court (US District Court for Western District of Missouri) seeking an injunction and immediate removal of the docks. The Federal Judge granted a motion for the TRO and gave the owner one week to remove the docks and authorized AmerenUE to remove them if he did not. On June 6 & 7 AmerenUE had both docks removed and placed in storage. In July the owner filed counterclaims against AmerenUE asking the court to declare their rights under the easement. In October both parties filed motions for summary judgment requesting the court to determine the rights and authority of the parties. In November the court ruled in favor of AmerenUE and found that the rights conveyed under the easement is limited by the rules and regulations of FERC and AmerenUE.

Many questions were asked and answered regarding the details of this enforcement action. The group commended AmerenUE for its swift action and aggressive pursuit of legal relief. A copy of the summary judgment was subsequently shared with the group.

Federal Carriage Requirements for Recreational Vessels

Michael J. Baron, USCG Office of Auxiliary & Boating Safety

Federal Carriage Requirements for Recreational Vessels was presented by Mr. Michael J. Baron, who is a Recreational Boating Safety Specialist from the Boating Safety Division at U.S. Coast Guard Headquarters in Washington, DC.

Mr. Baron's presentation covered the following topics of the federal carriage requirements:

1. Introduction and history of where the regulations originate.
2. Definitions of importance relating to applicable carriage requirements.
3. State Numbering, 33 CFR 173, Subpart B
4. State Number Display
5. Hull Identification Numbers, 33 CFR 181.21
6. Federal Documentation, 46 CFR parts 67 through 69
7. FCC License, Federal Licensing, and Certificate of Inspection
8. Federal Licensing, 46 CFR 10
9. Certificate of Inspection (COI), 46 CFR parts 11 and 91
10. Personal Floatation Devices (PFD's), 33 CFR 175, and 46 CFR 25
11. Fire Extinguishers, 46 CFR 25
12. Backfire Flame Control, 46 CFR 25
13. Ventilation, 46 CFR 25, and 33 CFR 183
14. Visual Distress Signals (VDS), 33 CFR 175
15. Sound Producing Devices, Navigation Rules
17. Garbage Pollution Prevention, 33 CFR 151
Oil Pollution Prevention, 33 CFR 151, 155,
18. Marine Sanitation Devices, (MSD) 33 CFR 159

2009 OMC Foundation "Take 'em Boating" Grant: Environmental Education and Kayaking in Public Schools for Children with Disabilities

Kelle Malkewitz, United States Adaptive Recreation Center

Environmental Education and Kayaking in Public Schools for children with disabilities, submitted by the United States Adaptive Recreation Center (USARC), of Big Bear Lake, CA received the 2009 OMC Foundation "Take 'Em Boating" Grant Award.

Founded in 1983, the purpose of the USARC is to teach skills, through challenging outdoor therapeutic recreation programs, that in turn open doors of opportunity to persons with disabilities. USARC programming improves self esteem, health and well being by enabling personal achievement, developing awareness of potential and increasing the ability to overcome limitations. These processes result in the unearthing of hope, confidence and self-reliance by USARC participants.

The grant will be used by the USARC to collaborate with three California public schools in providing 200 kayak lessons free of charge in 2009. The goals of the program are to enable teachers to safely utilize their local lake as an extension of the environmental education classroom for children with special needs and to enable students to develop the lifelong recreation skill of kayaking.

Measurable objectives are established by the center and teachers so the program can be included as a part of each student's individual education plan. This allows the school

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system to provide teacher support and transportation to and from the lake site.

- Each child will display safe, competent kayaking skills through buoyed course, with or without assistance, after five lessons.
- Each child will display ability to properly buckle/tighten and loosen/unbuckle their personal flotation device.
- Each child will display comfort in water while floating and wearing personal flotation device.
- Each child will complete passing assessments in environmental science in accordance with their I.E.P's.

The center trains skilled kayakers to instruct in the program and parents and family members are encouraged to participate. Specialized adaptive vessels, seats and paddles enable students with both physical and developmental disabilities to participate.

For more information on the USARC programs, visit www.usarc.org.

American Paddler Course Connection

Jeremy Oyen and Chris Stec, ACA

It is a simple formula: Paddlers + Instruction = Safer Paddlers and Fewer Accidents.

Using this premise the American Canoe Association, in cooperation with the US Coast Guard, has developed and produced a variety of paddlesport safety items that are available for use in your program / organization.

Resources available include:

- American Paddler Course Connection (on-line access to ACA instructors and courses)
- Paddle Safe, Paddle Smart brochure series covering life jacket wear, Cold Water Survival, Rules of the Road and more
- Educational DVDs,
- Signage where you need it: Educational wallcharts for River and Coastal Kayaking
- Paddling 101 and Know Your Limits booklets
- Paddle Safe – Paddle Smart youth curriculum
- On-line paddlesport safety education through iPaddleOnline.com

For access to these resources, visit www.americancanoe.org / Learn to Paddle / Additional Resources

Recreational Boating Safety Exhibits

Stuart D. Soffer, USCG Auxiliary National Marketing Group

Effective Exhibits is the culmination of over six years of research and tweaking by the presenter at venues across the country to determine the most effective approach to boating safety exhibits. "We've always done it that way" may have worked in the past but effective methods of reaching target markets have changed with the times. What is the purpose of having the exhibit? We believe you will agree the reason is to attract visitors and effectively communicate a key message to them.

Of the Four Principals of Boating Safety, communicating "Wear It" as the priority message will make the quickest, most noticeable impact in reducing boating fatalities. That is because the percentage of boaters who drown and were not wearing a life jacket has hovered at the 90 percent mark for several years. So change in how we market boating safety is needed if we are going to reduce drowning fatalities.

Effective Exhibits covers tried and tested "out of the box" concepts that will make any exhibit a success. After identifying the target market, the presentation addresses the exhibit physical layout, "approachability," and common sense do's and don'ts. Feedback in all cases from those who have applied the recommended open exhibit concept has been "this stuff works." Presentation materials include the USCG Auxiliary Inflatable Life Jackets Basics article and Boat Show Guide.

Progress in Advanced Boater Education

Robert Sweet, National Education Officer, USPS

By their very nature, boating safety programs are short and limited in content, but boaters really need more extensive knowledge and skills to safely enjoy their boating. Plus, over 40 million boaters have never taken a boating safety course. They will attend more advanced programs which address their needs and interests, and develop their skills.

USPS University developed a complete range of programs to address boating skills and attract boaters previously overlooked. A series of short two-hour seminars is intended to attract their attention and interest by providing hands-on training and information about boat systems and skills. More extensive courses provide training in seamanship, navigation, weather, cruise planning and on-board systems. Boat Operator Certification provides on-the-water skills and credentials for boaters at four levels of boating from inland to offshore.

The ultimate in training is illustrated by Advanced Powerboat Handling which combines extensive classroom explanation and visualization of what boats do in the water in response to the controls, followed by on-the-water practice to reinforce these skills.

America's Boating Course

Tom Kemp, Director of Marketing USPS

Realizing that basic boating courses didn't give students the depth of knowledge needed to be safe on the water, the United States Power Squadrons® completely revised their course with the goal of reducing fatalities, injuries and property damage.

America's Boating Course 3rd Edition was introduced in late 2008 and can be taken in a classroom, as an interactive-CD based or as an internet course. The course includes extensive animated and narrated presentations. Each student receives a full-color manual for future reference that includes a narrated CD.

The course is applicable for all 50 states and territories and has received the NASBLA seal. Completion of the course gives everyone the necessary knowledge to successfully pass state licensing requirements and serves as the base course for advanced courses.

Property Management At Federal Energy Regulatory Commission Licensed Hydropower Projects

Jon Cofrancesco, Federal Energy Regulatory Commission

During this session, I provided an overview of property management requirements, trends, challenges, and future property management considerations at FERC licensed hydropower projects.

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Property at FERC licensed projects may be defined in a broad sense to include not only actual lands, but also natural, recreational, and historic resources, and project and non-project structures and facilities. FERC is an independent agency that regulates non-federal hydropower projects under the Federal Power Act (FPA). Under Sections 10 (a) and 4(e) of the Act, the Commission licenses hydropower projects to provide for developmental and non-developmental improvements and benefits of the waterway. These mandates provide the foundation for Commission regulations and license conditions, such as Article 5, the standard land use article, and Section 2.7 of the Commission's regulations.

Article 5 requires a licensee to acquire and retain, in perpetuity, all the lands, waters, and rights necessary to construct, operate, and maintain its licensed project. The standard land use article gives a licensee the authority to grant permission for or convey certain interests in project lands for non-project uses and occupancies, without prior Commission approval. A non-project use is a third-party use or facility that occupies project property, such as private residential boat docks or commercial marinas, and does not serve a specific project purpose. Finally, Section 2.7 of the regulations includes provisions to ensure the ultimate development of recreation resources at all licensed projects consistent with area recreational needs.

Years ago, many licensed projects did not have significant property development or public use and did not significantly impact environmental resources. Overtime, as development pressures and stakeholder interest increased, there became a greater concern and potential for adverse impacts on environmental resources. Most project licenses today require licensees to prepare a variety of specific resource management plans.

As shoreline development and interest in resource protection grew, there became a greater need to comprehensively manage the use of project shoreland. This need led to licensees developing comprehensive shoreline management plans (SMPs) for their projects. A comprehensive SMP plan provides an overall plan to manage the use and development of the shoreline in consideration of associated environmental resources in a manner consistent with license requirements, project purposes, and public needs. Today, many projects in the southeast have SMPs to address current development pressures. In the future, it is likely that many midwestern projects will experience the same development pressures found in the southeast and find a need for SMPs.

In recent years, licensees have faced many challenges in managing its project property, not only from a development and land use perspective, but also from an environmental protection and regulatory perspective. Licensees must continue to implement required resource and shoreline management plans and other license conditions; provide for adequate protection and enhancement of environmental resources; and satisfy its own company goals and obligations. To meet future management challenges, licensees should explore cost-effective management tools; consider ways to better manage non-project uses and occupancies; and explore ways to integrate their various license and resource plan requirements.

This presentation provided the audience an overview of property management at FERC licensed projects and served as an introduction to Mr. Larry Gilbert's subsequent presentation on comprehensive property management.

From FERC Regulatory Mandates, A Powerful Property Management Strategy Can Be Created And Refined

Larry Gilbert

Creating a new management tool for hydropower project property portfolios that meets regulatory requirements, conserves resources, reduces costs, and creates increased value in the real estate portfolio. The Comprehensive Property Management Strategy is designed in affordable increments so that hydropower projects can progressively move from a plethora of ad hoc regulatory plans (Land Use Plan, Recreation Plan, Historic Properties Management Plan, The Shoreline Management Plan, Erosion Control Plan, Natural Area Management Plan, Forestry Management Plan, Solid Waste Management Plan, Lakes Zoning Plan, and etc.) and instruments to an integrated computer based (GIS) strategy that is both more cost effective and much easier to manage. The plethora of regulatory plans and instruments can be turned to your advantage when you integrate them into a computer based (GIS) Comprehensive Property Management Strategy that incorporates lease innovation, lower capital expenditure, ease of compliance, and promotes truly sustainable development. In essence you create one management tool designed to meet regulatory requirements, conserve resources, reduce costs, and create increased value in the real estate portfolio.

Coast Guard Maritime Law Enforcement Training, Boarding Procedures, and Boating Under the Influence Enforcement Overview

LTJG Michael Cortese, Regulations Branch Chief, Maritime Law Enforcement Academy, USCG

This session focused on Coast Guard Law Enforcement training, procedures for boarding recreational vessels, and Boating Under the Influence enforcement.

Topics included an overview of various law enforcement training programs offered at the Maritime Law Enforcement Academy. Discussions also included standard procedures for recreational vessel boardings, including enforcement procedures and multi agency operations with state and local counterparts.

This class laid the groundwork for an on-water demonstration conducted by the US Coast Guard on Wednesday.

Making a Boating Safety Movie

Ed Huntsman, Arizona Game and Fish Department

This presentation reviewed the Arizona Game and Fish Department boating education work unit's latest effort to develop a boating safety education movie. It dissects the process from start to finish to help you understand how you can do the same thing for your agency and the boaters it serves.

Comments from a wide variety of boaters of various age groups have ranged from "I liked it; it didn't dictate to me!" to "I learned a lot watching this – the ramp scene was funny!" Fortunately, no one gets hurt or seriously injured in this light look at what to do right, and what could happen if you do things wrong. Included in the 24-minutes is a look behind the scenes titled "The Making of Splash," added to amplify the "what and why" of life jacket use, sober boating and a bit

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of boater education. An extra and separate special Director's Cut of "The Making of Splash" is approximately 20 minutes in length and goes into more detail. And you'll learn why the movie runs just over 24 minutes.

It's important to note that the movie's executive producers decided early on that in order to be successful, they needed to make a movie that people would watch! So it couldn't be approached in a traditional boating safety lecture or manner. Conceived by the Department's boating safety education unit, SPLASH is a fun and interesting look at two different types of Arizona boaters. One, an older fisherman is taking his grand daughter out for a day of fishing on the lake on her 12th birthday. The other boaters, a marked contrast of 20 something young men and women are out for a day of sun and fun on a local lake; generally unprepared and unaware of basic boating knowledge and rules associated with safe watercraft operation and sober boating.

Filed in high definition using wide screen technology with professional actors, Brand Canyon Company and Apple Box Pictures are responsible for the production of the movie. Already a recipient of the National Association of State Boating Law Administrator's Seal of Safe Boating Practices award, the movie can be watched on the Internet at YouTube, in boating classes or on the Department's Wildlife Views television show later this coming season. It will be distributed widely and can also be seen on the Department's Internet Web site at www.azgfd.gov/boating.

1) Getting Started:

Decide what you want to do: Theme; budget; location; time; resource(s); and once you've got it, then what? Find a friend in purchasing as soon as you have the money. Develop a Scope of Work. Launch your research on production companies

2) Selecting the production company:

If they haven't already done one, find someone else that has. Interview the principals – if you like them, ask for samples of their work: Talk about your budget, and be honest and up front – if you're limited on resource, let them know. Ask to meet their staff – spend time talking to them alone. Look for excitement and creativity.

3) Make the decision on who will do the production:

This is the most important aspect of the entire project—don't mess it up!

4) Screenplay:

Get and stay involved – this is your first bonding opportunity – Give them your ideas and talk about options – let ideas flow. Once the basic theme is decided on and developing, stay out of the way. Keep your agency and bosses informed on how things are going / developing. Work to maintain the production's integrity and help your agency understand why. Help the production company and screenwriters understand agency limits. Help them where and how you can to not get everyone in trouble!

5) Locations:

Help scout the locations for the production. If you don't know what's available at a specific location, have someone with you that does. Ask for help if you need it. Be considerate of everyone – this is your second bonding opportunity. Don't forget anything—think everything through.

6) Filming:

Be ready for anything. If it can go wrong it will and it's the little stuff that will really cause problems. Consider food, bev-

erage and shelter. You're being watched (and possibly recorded—don't forget and say something stupid!) Don't forget to be courteous to everyone. Tensions will be high. Time is money – have fun but don't fool around (too much). It's OK to deviate from the original screenplay if things start going a different way and doesn't hurt the theme. Take advantage of ad-libbing when things are going well and the chemistry is working. Stay involved and always watch every take of every scene. If it isn't what you want—do it again!

7) Post production:

Don't expect too much too quick. It's a *long* process! Remember it can't all go in the movie—something has to get cut! You may not be the best judge of what stays.

8) Distribution:

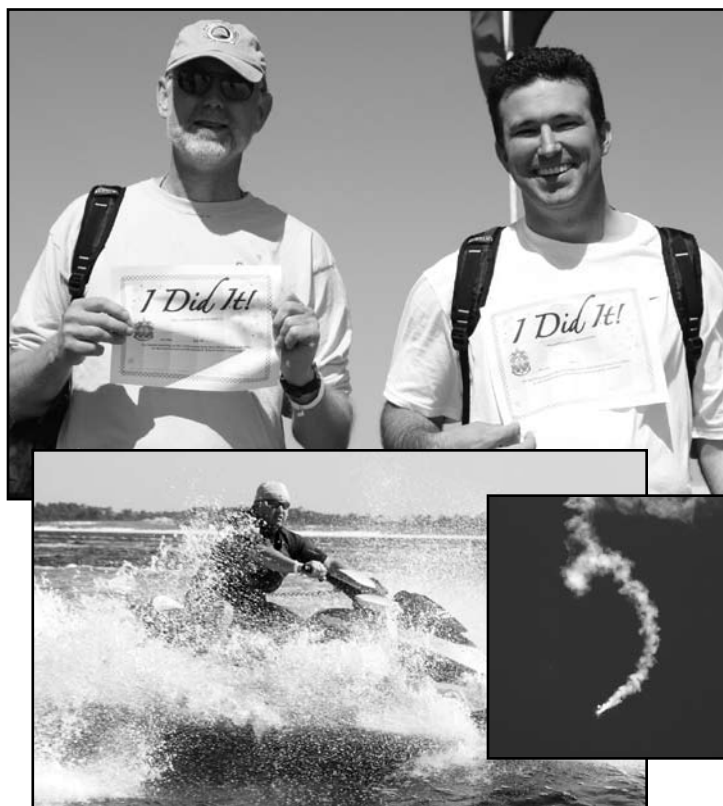
Involve your agency and lean heavily on the folks in Information or the PR side of the house. If you can, have a premiere for the folks in the agency — make them proud. Invite everyone – few will make it, but the ones that did will make them regret not coming! Try to get it on local TV stations (PBS or a local government TV channel)

"I DID IT!!!" Beach Activities!

Summit participants learned a lot while having a lot of fun on the beach and in the water, and then being able to shout out: "*Hey, I DID IT!*"

It was a perfect opportunity to check out new and interesting activities and equipment in a controlled environment including kayak fishing, PWCs, and BoatU.S. Foundation Findings: *Flare Tests Enlightening – Your Turn!*

Summit attendees had the opportunity to experience, first hand, the new BRP technologies of its 2009 personal watercraft fleet. Over 100 individuals participated in this on-water demonstration.



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Inherently Buoyant Life Jackets vs. the Inflatable Life Jackets

**Gary Owen, Iowa DNR, with assistance from Pam Dillon,
Chief, Div. of Watercraft Ohio DNR, Richard Moore, Florida
Fish and Wildlife Conservation Commission, and
Fred Messmann, Nevada Dept. of Wildlife**

The pool session was very well attended by the summit attendees. The selected inherently buoyant and inflatable PFDs were discussed showing the pluses and the minuses for each PFD. Many questions were asked and some of the attendees participated in the hands on session.

At the pool session each of the inherently buoyant PFDs and inflatable PFDs were tested and demonstrated in the water for their pounds of buoyancy, the height floated out of the water, protection from wave splash, ability to swim above and below the water. The tests were made both with and without wearing of a simulated gun belt and body armour. All the PFDs were found very reliable with no failures.

The ability for the wearer to access the equipment on his gun belt while in the water was demonstrated and tested. It was determined that there was some limitation with some of the PFDs.

St. Brendan's Sail Training Program

Joel Bay, Patton Ewing and James P. Muldoon

Joel Bay, a graduate of St. Brendan's and now current instructor, and Pat Ewing presented St. Brendan's Sail Training Program.

Founded 26 years ago by James Muldoon, The Brendan Sail Training Program for Youth with Learning Differences has touched the lives of many students in countless ways. Besides learning to sail, the students learn to work, depend on themselves and each other, and to accomplish a goal. From sail safety to capsize drills, land and sea practice and even to buoy races – these students experience it all. They love the wind, the freedom, and the achievement. They CAN sail, and usually they can sail well. They leave the program with newfound self-esteem. In fact, at the conclusion of the training, students take their parents sailing. Alone.

The foundation of the Brendan Sail Training Program is a man's love for his dyslexic son. Jimmy was sure-footed and adept at sailing, at a time in his life when he wasn't sure-footed about much else. His success was not in spite of his learning difference, nor was it because of his learning difference. His success was because he was a sailor. And because he was a sailor he felt great about sailing, and that made him feel better about himself. This is the theme of Brendan: *"Turning youth into sailors, regardless of their barriers in the classroom. Because on the sea, the barriers become irrelevant."*

NSBC Close Quarters Boat Handling

Jim Battye, BoatHandler, LLC and Virgil Chambers, NSBC

Close-Quarters Boat Handling demonstrations were conducted for the National Safe Boating Council by Capt. Jim Battye. 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 train-the-trainer course for professional member organizations. This course was taught last Thursday and Friday.

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.

New Techniques for Standard Recovery

Jeremy Oyen, ACA and Emily King, ODNR Division of Watercraft

Safety while paddling is important to everyone. Knowing how to rescue yourself and others is an essential skill and has been taught for years. The ACA Staff presented this in-water session to allow conference participants to learn some new techniques for some "old" rescues that make the skills easier to teach and learn for all paddlers.

Heel Hook Canoe Re-entry: This rescue was originally intended for re-entering coastal kayaks. In early June of 2008, it was tried in canoes at an IDW/ICE in New York. Due to the significant success in getting people back into a boat, it was then 'field tested' at the ACA's PS2 Workshops across the country (WA, CA, FL, MT, NJ, MI, PA) throughout the summer. The participants in these workshops had a range of paddling experiences, from none to a high degree of competency. The Heel Hook Rescue has been demonstrated to be a valuable method for helping a person to reenter a canoe in deep water. There are several versions of the Heel Hook, in shallow water and two versions of the rescue in deep water.

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Open Water Skills Session

Robert E. Ogoreuc, Brian Davidson, Mike Ulrich

This session gave an overview of various skills taught to open water lifeguards from across the United States. An introduction on rescue floatation devices (RFD) was given describing the advantages and disadvantages of the rescue can and rescue tube. In addition to the RFD's the rescue line reel was also explained. The components of a rescue as discussed which are:

1. Recognize and Respond
2. Contact and Control
3. Signal and Save

The lifeguard must be able to recognize the a person is in distress and respond by activating the emergency action plan, selecting the proper rescue equipment and selecting best entry and approach to get to the individual. Upon approaching the distressed individual, they need to establish a ready position and present the rescue floatation device and control the distressed individual. After establishing contact and control, signal that additional help is needed of situation is under control. Removal and assessment are the final phase of the rescue sequence. Lifeguard determines best method and direction for removal from the water while continuing to Assess the individual.

A demonstration was also provided showing the use of a line reel and rescue can. This type of rescue allows the rescuer to be tethered to the shore thus establishing a link between in water rescuer and shore-based rescuers. It was further discussed that many agencies such as the New Jersey State Police Open Water Rescue Program combine the use of the line reel with the rescue using a breakaway PFD and rescue can for adding buoyancy and secure anchor point.

BoatU.S. Foundation Findings: Flare Tests Enlightening – a Closer Look

As a follow up to the on-water demonstration of visual distress signals, BoatU.S. Foundation's staff offered a great opportunity to for attendees to learn by participation. Over two days, Summit attendees fired more than 250 flares themselves, including handhelds, meteors and parachutes. Because of the inherent danger of pyrotechnics, we required everyone to wear thick, protective gloves when holding the flares. The heat and molten by-products from the flares demonstrated clearly the importance of having gloves, not only for testing, but aboard your boat as well. Many testers noted that they had never thought about including a pair of gloves in their emergency signaling kit, but, that as a result of their hands-on experience at the Summit, they would be sure to keep a pair stored with the flares on their boats. For more information, visit BoatUS.com/foundation/findings.

ABYC: Tools for Investigations, Produce Procurement and Safety

Mike New and Bruce Rowe

Mike New and Bruce Rowe presented two on-the-water breakouts.

In these breakouts we went over most aspects of the American Boat & Yacht Council (ABYC).

The boat safety standards that are published yearly by ABYC were presented on a boat. We talked about the boat systems that there are standards for and the systems that they cover.

We also talked about the ABYC and what it is and how to join and why you should join.

Approximately 35 people attended the presentation.

Spirit of America Youth Education

Cecilia Duer, Executive Director NWSC, Brian Davidson, and George Christ (OH); Gary Owen and Patrick Rice (IA); and Ernie Lentz (MS)

Spirit of America Foundation Youth and Family Education Programs were initiated in 1995. Since that time, we have been fortunate to have had over 6000 young people share excitement and growth through our programs. In addition to touching these lives, we have brought the programs importance to their families and communities. We now have programs located in Ohio, Iowa, Mississippi, Tennessee, Maryland and Kentucky

Spirit is highly regarded as an "education program of choice" in our country. Having won the attention of and accolades from local, regional, national, and international awards every year since 1996, of two very significant national organizations, the National Water Safety Congress (our now "parent" organization) and the National Safe Boating Council, and we are now 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, for 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 life time. 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 know, hands-on experiences in education provides the foundation and a desire for future learning.

Our young people take part in a curriculum which is directly tied to local, state, and national education standards, in a nontraditional classroom setting. We are reversing the decline on outdoor recreation, which we believe significant, 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 a life to be lived to their full potential in a sustainable environment. Spirit of America does both and leaves "No child left at the dock!"

BRP PWC Demonstration: New braking and reverse technology in PWCs

Caroline Emond, BRP and Maureen Healey, PWIA

Summit attendees had the opportunity to experience, first hand, the new BRP technologies of its 2009 personal watercraft fleet. Over 100 individuals participated in this on-water demonstration.

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Coast Guard Maritime Law Enforcement Training, Boarding Procedures, and Boating Under the Influence Enforcement Overview

LTJG Michael Cortese, USCG

A boarding team from USCG Station Panama City Beach conducted a boarding of USCG Auxiliary vessel masquerading as a recreational boater.

Staged role players on the auxiliary vessel proceeded to show signs of intoxication as the boarding team demonstrated Boating Under the Influence enforcement procedures.

As a crowd of approximately 100 members of the recreational boating safety community looked on, the boarding officer directed the vessel to the pier where standardized ashore Field Sobriety Tests were administered to the subject.

Narrated by LT Mike Cortese of the United States Coast Guard's Maritime Law Enforcement Academy, onlookers had the opportunity to ask questions regarding Coast Guard boarding procedures, recreational boating law enforcement, and boating under the influence enforcement.

Luncheon at the Pavilion and Special Event *Lunch was sponsored by Boat Ed with a special presentation by Florida State University Underwater Crime Scene Investi- gation at the Pavilion and Pool*

Dr. Thomas Kelley, Director UCSI Program, Dr. H. Dale Nute, Chief Forensic Scientist, Mark Feulner, Underwater Archaeologist and Banyon Pelham, Law Enforcement Training Director, discussed the Underwater Crime Scene Investigation Process and gave hands-on technology demonstrations (ROVs, Sonar, etc.).

Cold Water Boot Camp

**Ted Rankine, Play Safe Productions, Gary Owen, Iowa DNR,
and Brian Davidson, Lake Metroparks**

Approximately 20% of hypothermic victims die just before, during or after being rescued often because of mishandling during rescue or inappropriate post rescue treatment. The fourth effect of cold water immersion is Circum Rescue Collapse.

Sometimes the victim dies moments before the rescue because mental relaxation and decreased output of stress hormones creates a drop in blood pressure and/or fainting.

The victim can also die during rescue due to inappropriate handling. It is important to remove a hypothermic victim horizontally from the water to reduce the potential of allowing blood to pool in extremities and creating a decrease of blood pressure. Even without slings or stokes basket, Gary, Brian and Mike demonstrated how to 'MacGyver' the process, using whatever is available. In this case a lounge chair was used.

The victim is also susceptible to dying during after rescue during re-warming. They should be treated gently. Do not rush. Remove the clothing by cutting it off. If available, wrap the victim in plastic or a tarp before wrapping in a blanket, sleeping bag, etc. This will keep the insulating layer dry and allow it to achieve maximum thermal properties.

Assess the victim to ascertain the level of hypothermia.

Mild: core temperature 95 – 90 F
Shivering uncontrollably
Physical impairment, mental impairment

Treatment: Insulate the patient; Warm sweet drink (no alcohol, coffee or tea),

Moderate: core temperature 90 -82 F
Shivering stops, mental confusion and apathy
Below 86 F, consciousness is lost

Treatment: Insulate the patient. Apply mild heat (check temp with your elbow) to neck, chest armpits, with warm towel or wrapped hot water bottle. NO warm baths or showers. When patient is fully conscious and able to swallow, warm sweet drinks. Get medical attention.

Severe: below 82 F
Rigidity, vital signs reduced or absent.

Treatment: Skin to skin contact, warm air near the nose or mouth. Check for pulse on both sides of the carotid artery for 2 minutes and respiration carefully. If respiration and pulse are not detected, 3 minutes of ventilation (mouth to mouth) should be administered. Only if there is NO pulse should you consider to apply CPR. Get immediate, emergency medical attention.

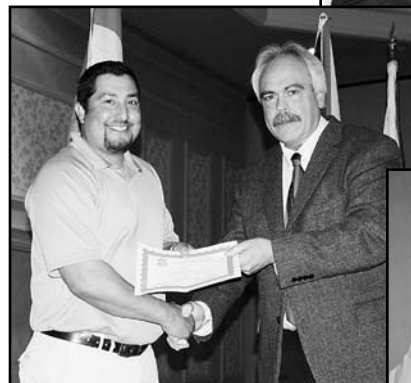
Below 77 F: spontaneous ventricular fibrillation / cardiac arrest.

It's easy to cause more harm than good by using the wrong treatment. If you can not distinguish the level of hypothermia through visible signs and symptoms then assume severe hypothermia. Handle the patient gently, insulate and do not give coffee, tea or alcohol. Don't try to re-warm a patient in a hurry. It will cause further complications and perhaps death. Finally do not allow the patient to help in their rescue or exercise until totally re-warmed.

Awards Banquet

*The 2009 Awards Banquet was sponsored by Boat Ed, with
beverages provided by MillerCoors.*

See 2009 NSBC and
NWSC Award Winners
on pages 29 and 30;
see page 24 for the
Poster/PSA Contest
Winners.



~ MEDIA CONTEST ~

Categories: Giveaways/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: Patti Fritchie, BC, USCG Auxiliary, ATW, SO-PA Div#1, District #8 Coastal Region and FSO Flotilla 19
Kelly Thomas, U.S. Army Corps of Engineers, Portland District
Pam Doty, U.S. Army Corps of Engineers, St. Louis District

70 Entries were reviewed and selected from.

WINNERS:

Giveaways/Handouts:

1st Place: U.S. Army Corps of Engineers, Wappapello Lake, St. Louis District and South East Missouri Office, Regional Water Safety Council

"Any Way You Slice It, Make Safety a 'Pizza' of Your Life" Water Safety Message & "Buckle Up, Life Jackets and Seat Belts Save Lives" Safety Message
Water Safety Message was on a sticker which is placed on Pizza Boxes for (to go orders).

2nd Place: Tennessee Wildlife Resources Division
T-Shirt with Water Safety Message "Wear It Tennessee"
Shrink-wrap T-Shirt with message and showing the inflatable life jacket.

3rd Place: Utah Department of Natural Resources, Utah State Parks
Pencil eraser with "Wear It Utah" Life Jacket Message on the eraser.

Posters/Signs:

1st Place: Arizona Game and Fish Department
Water Safety Message on a mobile truck billboard which is driven around.

2nd Place: Kansas Department of Wildlife and Parks
Message: "Are You Over Capacity" on a vinyl banner

3rd Place: Utah Department of Natural Resources, Utah State Parks
Message "Play Safe, Play Sober," "Don't End up on the Rocks" on a poster. "Boating Under The Influence Is Against The Law."

Booklet/Brochure:

1st Place: Minnesota Boating and Water Safety Division, Department of Natural Resources
Brochures with water safety messages on them with 6 different languages, including, English, Spanish, Cambodian, Hmong, Laotian and Vietnamese with Somalia coming soon.

2nd Place: Arizona Game and Fish Department
One brochure, within a three state region, incorporated together for AZ, CA and UT
Title: "Colorado River Boating Safety Guide"

3rd Place: U.S. Army Corps of Engineers, Wappapello Lake, St. Louis District and South East Missouri Office, Regional Water Safety Council
Booklet/Activity and Coloring in one combination for Water Safety and the Environment
Title: "Keep our Waters Clean with Sam the Safety Hound"
Water Safety Messages throughout the booklet.

Audio PSA:

1st Place: Minnesota Boating and Water Safety, Department of Natural Resources
Title: "Sounds of Nature" with a GASP, Message: Wear Your Life Jacket

2nd Place: Canadian Power and Sail Squadrons
Title: "Always Wear Your Life Jacket"

3rd Place: California Department of Boating and Waterways
Title: "It's Your Boat, It's Your Responsibility" with Judi R. testimonials

Video PSA:

1st Place: Arizona Game and Fish Department
Title: "Alcohol is not Safe for Boat Operation"
Drama - Web

2nd Place: Division of Law Enforcement, Florida Fish and Wildlife Conservation Commission
Title: "Fisherman (in boat) and Inflatable Life Jacket"

3rd Place: Division of Law Enforcement, Florida Fish and Wildlife Conservation Commission
Title: "Inflatable Deploy" Message addressing Life Jackets

Electronic Education:

1st Place: Arizona Game and Fish Department
Message Theme/Title: ("Splash") and includes the making of "Splash" Water Safety Education DVD.

Special Education Category for the Media Contest Chairman's Award: U.S. Army Corps of Engineers, Success Lake and Isabella Dam, Sacramento District

Education Theme: "Walk The Dry Line" using a tape or chalk line on the ground - for a person to walk while having goggles on (representing being under the influence of alcohol) and see if they can make it through the maze with out getting wet from dripping water overhead.

If the person can walk the line correctly, they will not get wet, but if they veer off the line due to the teaching technique of the goggles, they will get wet.

CONGRATULATIONS TO ALL!

~ AUDIENCE POLLING RESULTS ~

	Responses (percent) (count)			Responses (percent) (count)	
1. Have you participated in this interactive polling before?			8. Which part of the country (U.S.) would you consider to be your permanent residence?		
Yes	49.12%	28	North East – New England	0%	0
No	50.88%	29	North East – Mid Atlantic	13.11%	8
Totals	100%	57	Mid West – West South Central	9.84%	6
			Mid West – East North Central	14.75%	9
2. What is your gender?			South – West South Central	22.95%	14
Male	88.14%	52	South – East South Central	26.23%	16
Female	11.86%	7	West – Pacific	9.84%	6
Totals	100%	59	West - Mountain	3.28%	2
			Totals	100%	61
3. I am between the ages of:			9. Is your permanent residence located on or adjacent to the water?		
16 – 19	0%	0	Yes	14.75%	9
20 – 29	5.08%	3	No	85.25%	52
30 – 39	15.25%	9	Totals	100%	61
40 – 49	28.81%	17			
50 – 59	38.98%	23	10. How many years have you been boating?		
60 and above	11.86%	7	Less than one year	0%	0
Totals	100%	59	1 – 2 years	3.39%	2
4. Please indicate the racial type that best describes you:			3 – 5 years	0%	0
American Indian or Alaska Native	6.78%	4	6 – 8 years	0%	0
Asian	0%	0	9 – 10 years	0%	0
Black or African American	3.39%	2	More than 10 years	91.53%	54
Native Hawaiian or Other Pacific	0%	0	I have never been boating	5.08%	3
White or Caucasian	89.83%	53	Totals	100%	59
Other	0%	0			
Decline to Answer	0%	0	11. Which category best describes your skill level when operating a boat?		
Totals	100%	59	Beginner	16.95%	10
5. Are you of Hispanic or Latino origin or descent?			Intermediate	25.42%	15
Yes	0%	0	Advanced	30.51%	18
No	93.22%	55	Expert	27.12%	16
Decline to Answer	6.78%	4	Totals	100%	59
Totals	100%	59			
6. Indicate the highest level of education you have completed or the highest degree you have received.			12. What type of vessel is your primary boat?		
Some high school	3.39%	2	Open Motorboat	64.91%	37
High school or GED	0%	0	Cabin Motorboat	7.02%	4
Some college	0%	0	Pontoon	3.51%	2
Associate degree	3.39%	2	Houseboat	0%	0
Technical or vocational school	3.39%	2	Personal Watercraft	1.75%	1
Bachelor degree	66.10%	39	Sailboat	3.51%	2
Masters degree	23.73%	14	Rowboat	0%	0
Doctorate degree	0%	0	Canoe	3.51%	2
Decline to answer	0%	0	Kayak	3.51%	2
Totals	100%	59	Totals	100%	57
7. Indicate the category that best describes your total annual household income before taxes.			13. How is your primary boat powered?		
Less than \$25,000	0%	0	Outboard	59.02%	36
\$25,000 - \$49,999	14.75%	9	Inboard	9.84%	6
\$50,000 - \$74,999	19.67%	12	Inboard/Outboard	3.28%	2
\$75,000 - \$99,999	37.70%	23	Manually	6.56%	4
\$100,000 - \$149,999	8.20%	5	Sail	3.28%	2
\$150,000 - \$199,999	6.56%	4	No response/not applicable	18.03%	11
\$200,000 - \$249,999	3.28%	2	Totals	100%	61
\$250,000 or more	6.56%	4			
Decline to answer	3.28%	2	14. What is the length of your vessel?		
Totals	100%	61	Less than 16 feet	24.14%	14
			16 to 26 feet	51.72%	30
			26 to 40 feet	3.45%	2
			Greater than 40 feet	3.45%	2
			No response/not applicable	17.24%	10
			Totals	100%	58

~ AUDIENCE POLLING RESULTS ~

	Responses (percent)	(count)
15. Have you ever completed a boating safety course?		
Yes	84.21%	48
No	15.79%	9
Totals	100%	57

16. How many boating safety courses have you completed?		
1	19.67%	12
2	22.95%	14
3	8.20%	5
4	3.28%	2
5	9.84%	6
6	3.28%	2
7	0%	0
8 or more	16.39%	10
No response/not applicable	16.39%	10
Totals	100%	61

17. Were any of these boating safety courses approved by the National Association of State Boating Law Administrators and recognized by the U.S. Coast Guard?		
Yes	63.93%	39
No	9.84%	6
I don't know	11.48%	7
No response/not applicable	14.75%	9
Totals	100%	61

18. How did you take the last boating safety course you completed?		
In a classroom	24.59%	15
On the Internet	22.95%	14
Through a home study or correspondence course that was not on the Internet	0%	0
On the water	32.79%	20
Another type of course	0%	0
No response/not applicable	19.67%	12
Totals	100%	61

19. Strong swimmers do not need to wear life jackets while on board boats.		
Strongly Agree	0%	0
Agree	3.28%	2
Neither Agree nor Disagree	1.64%	1
Disagree	18.03%	11
Strongly Disagree	77.05%	47
Don't Know	0%	0
Totals	100%	61

20. It is not necessary to wear life jackets while on board larger boats (more than 21 feet).		
Strongly Agree	3.28%	2
Agree	13.11%	8
Neither Agree nor Disagree	16.39%	10
Disagree	24.59%	15
Strongly Disagree	42.62%	26
Don't Know	0%	0
Totals	100%	61

	Responses (percent)	(count)
21. Life jackets should always be worn in rough conditions or bad weather while aboard boats less than 21 feet.		
Strongly Agree	95.08%	58
Agree	0%	0
Neither Agree nor Disagree	0%	0
Disagree	0%	0
Strongly Disagree	4.92%	3
Don't Know	0%	0
Totals	100%	61

22. All boaters should be required to wear a life jacket while boating.		
Strongly Agree	31.15%	19
Agree	27.87%	17
Neither Agree nor Disagree	22.95%	14
Disagree	14.75%	9
Strongly Disagree	3.28%	2
Don't Know	0%	0
Totals	100%	61

23. I always wear a life jacket while boating.		
Strongly Agree	32.20%	19
Agree	42.37%	25
Neither Agree nor Disagree	1.69%	1
Disagree	20.34%	12
Strongly Disagree	3.39%	2
Don't Know	0%	0
Totals	100%	59

24. Alcoholic beverages should never be consumed while operating a boat.		
Strongly Agree	67.80%	40
Agree	18.64%	11
Neither Agree nor Disagree	10.17%	6
Disagree	3.39%	2
Strongly Disagree	0%	0
Don't Know	0%	0
Totals	100%	59

25. Alcoholic beverages should not be consumed by passengers on board boats.		
Strongly Agree	13.11%	8
Agree	27.87%	17
Neither Agree nor Disagree	39.34%	24
Disagree	14.75%	9
Strongly Disagree	4.92%	3
Don't Know	0%	0
Totals	100%	61

26. Boating under the influence is a serious problem.		
Strongly Agree	64.41%	38
Agree	30.51%	18
Neither Agree nor Disagree	5.08%	3
Disagree	0%	0
Strongly Disagree	0%	0
Don't Know	0%	0
Totals	100%	59

~ AUDIENCE POLLING RESULTS ~

	Responses (percent)	(count)
27. There are too many boating rules and regulations and this makes boating less fun.		
Strongly Agree	0%	0
Agree	3.28%	2
Neither Agree nor Disagree	14.75%	9
Disagree	52.46%	32
Strongly Disagree	27.87%	17
Don't Know	1.64%	1
Totals	100%	61

28. Boaters under a certain age should be required to take a boating safety course.		
Strongly Agree	84.75%	50
Agree	15.25%	9
Neither Agree nor Disagree	0%	0
Disagree	0%	0
Strongly Disagree	0%	0
Don't Know	0%	0
Totals	100%	59

29. All boaters should be required to take a boating safety course.		
Strongly Agree	66.67%	38
Agree	26.32%	15
Neither Agree nor Disagree	7.02%	4
Disagree	0%	0
Strongly Disagree	0%	0
Don't Know	0%	0
Totals	100%	57

30. Taking a boating safety course increases the likelihood that a boater will wear a life jacket while boating.		
Strongly Agree	28.81%	17
Agree	54.24%	32
Neither Agree nor Disagree	3.39%	2
Disagree	13.56%	8
Strongly Disagree	0%	0
Don't Know	0%	0
Totals	100%	59

31. I am aware of the new styles of inflatable life jackets (including the belt pack)		
No	0%	0
Yes	55.93%	33
Heard that there are new styles but know nothing about them	0%	0
Worn the new inflatable style life jacket and really liked it	44.07%	26
Worn the new inflatable style lifejacket and didn't like it	0%	0
Totals	100%	59



	Responses (percent)	(count)
32. Which would be the best channel for distributing awareness information about accident reporting? (check all that apply)		
Through insurance companies, vessel registration packages	12.14%	38
Boating classes, Vessel Safety Checks, Boat shows	17.57%	55
Accompanying boating safety products	9.90%	31
Marinas, boat access ramps, wharfs, boatels, etc.	14.38%	45
Medical treatment facilities	3.83%	12
Law enforcement officers/boardings	13.10%	41
Boat dealers, marine supply stores, boat/fiberglass/repair shops	11.50%	36
Convenience stores near access points	6.07%	19
Media	11.50%	36
Totals	100%	313

33. What do you feel is the most important safety issue confronting recreational boaters?		
Lack of knowledge regarding rules of the road	33.90%	20
Propeller strikes and/or carbon monoxide poisoning	0%	0
Drowning due to the lack of life jacket wear	47.46%	28
Falls overboard/capsizings	8.47%	5
Cold water immersion	0%	0
Boating under the influence	3.39%	2
Overloading of small vessels	3.39%	2
Reckless operation	3.39%	2
Crowding of waterways	0%	0
Totals	100%	59

34. What do you feel is the most important topic that should be addressed for better recreational boating in the future?		
Facilities and Access	3.39%	2
Education and Public Relations	45.76%	27
Safety and Law Enforcement	42.37%	25
Laws and Regulations	8.47%	5
Water Quality	0%	0
Registration and Titling	0%	0
Other Issues not listed here	0%	0
Totals	100%	59

35. How has the economy affected your boating behavior/experiences?		
No effect	54.10%	33
Decreased number of boating trips	22.95%	14
Decreased distance traveled to or on boating outings	14.75%	9
Changed to more fuel efficient type of boating (lower hp, canoe/kayak, sailboat, etc.)	0%	0
I took some other action based on changes in the economy	8.20%	5
Totals	100%	61

36. Do you support a 4-year rotation of destinations for the IBWSS, including set locations of San Diego, CA and Panama City Beach, FL?		
Yes	75.41%	46
No	24.59%	15
Totals	100%	61

~ AUDIENCE POLLING RESULTS ~

	Responses (percent)	(count)
37. Which part of the country (U.S.) would you prefer future Summits?		
North East – New England	3.64%	2
North East – Mid Atlantic	3.64%	2
Mid West – West South Central	0%	0
Mid West – East North Central	3.64%	2
South – West South Central	7.27%	4
South – East South Central	25.45%	14
West – Pacific	32.73%	18
West - Mountain	23.64%	13
Totals	100%	55

38. During which months would you prefer the IBWSS to be held?		
February	3.64%	2
March	21.82%	12
April	58.18%	32
May	16.36%	9
Totals	100%	55

	Responses (percent)	(count)
39. Which of the following would you like to see at future Summits?		
More general sessions	7.27%	4
More breakout sessions	20%	11
More on the water sessions	20%	11
Keep as-is	52.73%	29
Totals	100%	55

40. What is the most important component of location selection for future Summits?		
Geographical location	20%	11
Being near/on the water	56.36%	31
Local attractions	7.27%	4
Accessibility	10.91%	6
Other	5.45%	3
Totals	100%	55



~ NWSC AWARD WINNERS ~

REGION ONE:

Awards of Merit:

Wendell Thompson, SOA-Mohican School Program
James Kriner, North Central Ohio Safe Boating Council
Blystone's Marine Supply
Nickolas J. Suvak
Columbus Sail & Power Squadron
John Wargo, Park Ranger, USACE
Tionesta Lake Park Rangers, USACE

Letters of Commendation:

RAD Planning Team Water Safety Council of South Central Ohio
Patricia A. Hixon, Park Ranger, USACE
Carl Anderson
George Christ
Alyssa Duer
Jennifer Way-Young

REGION TWO:

Awards of Merit:

Lt. Farmer, Indiana DNR
USCG Aux. Flotilla 085-33-04
Water Safety Quiz Development Team
Robin Absire, City of South Haven, MI
Salyorville Lake Interpretive Services Team and Volunteers

Letters of Commendation:

John Burger, Steve Bielser, John Perrault, Lisa Perrault, and Ken Mulally, USACE
Chicago Sanitary and Ship Canal Aquatic Nuisance Species Dispersal Barriers Safety Work Group

REGION THREE:

Awards of Merit:

Safety on the Blue Water Safety Committee
Bobby Bartlett, Dale Hollow Lake, USACE
West Point Lake Water Safety Council
Maryland Natural Resources Police, Western Region Area 8, Districts 7 & 8
Melissa Scarborough, Maryland Natural Resources Police
Houston Nutt, J. Stern, and Michael Oher, University of MS

Letters of Commendation:

Frederick T. Matthies, West Point Lake, USACE
Brandy Bennett and Vance Austin, Enid Lake, USACE
Ronald Robertson, North Carolina Resources Commission
Jim Legge, Wal-Mart Corp. Genada, MS

REGION FOUR:

Awards of Merit:

Robin H. Mills, Tulsa District Water Safety PDT
Joseph McLane, First Midwest Bank
Austin Boat Show Boating and Water Safety Partners
San Antonio Boat Show Boating and Water Safety Partners

Letters of Commendation:

Bootheel Sign Company & Advertising
Justin Tuck
Orville Fisher

REGION FIVE:

Awards of Merit:

Drowning Prevention Coalition of Arizona
California Boating Safety Campaign (YBYR)
Shawn A. Alladio, K-38
California Boating Safety Campaign (Wear It)

Letters of Commendation:

Arizona GOHS Joint OUI/DUI Campaign

REGION SIX:

Awards of Merit:

Mike Swanson, USCG Aux.
Dean Terencio, USCG Aux.
Nanci Terencio, USCG Aux.

Letters of Commendation:

Unified Boaters of Canyon Ferry



Region One Award: Spirit of America Foundation



Region Six Award: RBS Arctic Team



Region Three

Award:

J. Percy Priest
Lake Park Rangers, USACE



Region Two Award:

Jack Tumbleson, Rock Island/Moline Dispatch/USCG Aux. Flotilla 93



Region Five Award:

Arthur L. Wirtz, U.S. Forest Service



The National Award: Kerri Nguyen, Associate Marketing Director, Allstate Insurance Co.



President's Award:

Brenda Warren, USACE (retired)

~ NSBC AWARD WINNERS ~



Boating Safety Youth Program Award: Megan Piersma, Alaska Office of Boating Safety, received this award for the "Kids Don't Float School Program."



Alcohol Awareness Impact Award: The 2009 award winner was Kevin Holland, Montana Dept. of Fish, Wildlife and Parks for "Boating Under the Influence, It's Your Choice."



2009 OMC Foundation "Take 'em Boating" Grant: This year's award was presented to Kelle Malkewitz, United States Adaptive Recreation Center for "Environmental Education and Kayaking in Public Schools for Children with Disabilities."



Boating Safety Hall of Fame Award: Ed Carter, Tennessee Wildlife Resources Agency, was presented the 2009 award by Virgil Chambers and Veronica Floyd.

~ 2009 IBWSS PHOTO GALLERY ~



~ 2009 IBWSS PHOTO GALLERY ~





JOIN US!



IBWSS 2010

SUNDAY **MARCH 28** -
WEDNESDAY **MARCH 31**
DAYTONA BEACH, FLORIDA

**HILTON DAYTONA BEACH
OCEANFRONT RESORT**



*GET REVVED UP!!!
March 28-31, 2010!*