



# 2010 International Boating & Water Safety Summit

## Proceedings

**DAYTONA BEACH, FLORIDA**

**Sunday, March 28 —  
Wednesday, March 31**

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



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

# ■■■ 2010 IBWSS OLYMPICS ■■■





# International Boating and Water Safety Summit

Dear Fellow Summit Participants:

The National Safe Boating Council and the National Water Safety Congress are pleased to present the Proceedings from the 14th 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. Teamwork, along with some friendly competition, was essential as four regions vied for the coveted Golden Starfish at the 2010 IBWSS Olympics.

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 33).

We encourage you to put next year’s Summit on your calendar, which will be held at the Savannah Marriott Riverfront in Savannah, Georgia, March 6 - 9, 2011. This beautiful and historic setting is a new venue for the Summit and we urge you to keep an eye on our websites ([www.safeboatingcouncil.org](http://www.safeboatingcouncil.org) and [www.watersafetycongress.org](http://www.watersafetycongress.org)) for registration information.

In 2011, The National Water Safety Congress will mark its 60th anniversary and all are encouraged to come join the celebration during the Summit.

Thank you to all who participated in the 2010 Summit in Daytona Beach! We look forward to seeing you in Savannah early next March.



*Veronica Floyd*  
Chair  
National Safe Boating Council  
[www.safeboatingcouncil.org](http://www.safeboatingcouncil.org)



*Gary Owen*  
President  
National Water Safety Congress  
[www.watersafetycongress.org](http://www.watersafetycongress.org)



***Thank you to Boat Ed for being one of our sponsors for the 2010 IBWSS including the Opening Reception 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.

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

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***Thank you to  
Panama Jack  
for packets of sunscreen  
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IBWSS Welcome Packages.***



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

## ■ ■ ■ PRE- AND POST-SUMMIT SESSIONS ■ ■ ■

American Canoe Association (ACA) - Level 1: Introduction to Kayaking Instructor Certification Workshop

National Safe Boating Council's (NSBC) and National Association of State Boating Law Administrators (NASBLA) Boating Safety Instructor Training Course

National Water Safety Congress (NWSC) Personal Watercraft Course

NASBLA Education

NASBLA Education/Marketing

NASBLA Course Administration Subcommittee

NBF Executive Board Meeting  
NWSC Board and Partnership Meeting

NSBC Board Meeting

Boating Education Advisory Panel (BEAP)

NBF Annual General Meeting

NASBLA Education

NASBLA Education/Marketing

NASBLA Course Administration Subcommittee

HQ USACE National Water Safety Team Meeting

USACE Agency Meeting: Best Management Practices

NWSC General Membership Meeting/Elections

NSBC General Membership Meeting

United Safe Boating Institute Meeting

USACE Team Meeting – National Water Safety Products Advisory Team

NSBC Paddlesport Training Course

## ■ ■ ■ SEEN AROUND THE SUMMIT ■ ■ ■



## A Presentation from Keith Colburn

### Discovery Channel's *Deadliest Catch*



Keith Colburn spoke to approximately 150 International Boating and Water Safety Summit attendees about his passion for safety on the waterways. Colburn, Captain of the fishing vessel *The Wizard* and star of the Discovery Channel's hit television show *The Deadliest Catch*, has also served as the National Spokesperson for the U.S. Coast Guard's "Boat Responsibly!" initiative for the last two years.

During his speech he stressed the importance of safety not just for recreational boaters but professional fishermen as well. When asked about the reality of the television show Colburn stated that what is not captured is the amount of preparation that occurs July – September to prepare for the fishing season.

Speaking of this preparation, Colburn stated, "before we leave the dock we conduct safety drills for everything from man overboard, to how to call for assistance using the marine radios, and we make certain that every person knows exactly what to do, with or without the captain. Most important, everyone wears a life jacket, either an auto-inflatable vest style or a full jacket with foam flotation."

Captain Colburn noted that it may seem odd to have someone involved in such a dangerous profession talking

about boating responsibly, but stressed that it's exactly the danger that keeps life jackets and safety at sea at the forefront of what he does as a commercial crab fishermen. Colburn told the audience that when accidents happen despite their best efforts, they make every incident a learning experience and a chance to improve their safety procedures even further.

Colburn went on to share that he felt that safety is equally important for recreational boaters. He shared that he had conducted a life jacket demonstration with a group of Sea Cadets earlier in the day and stressed the importance of teaching boating and water safety to children and adults. Colburn said, "For the past year, I've tried to convey to recreational boaters across the country the need to be prepared for every boating emergency, and especially for the need to wear life jackets at all times on the water. This is something I believe in."

After the speech, Colburn was recognized for his contributions to safe boating in America with a presentation of the Coast Guard's Pillar of Support Award. In announcing the award, Rear Admiral Kevin Cook, Director of Prevention Policy for the Coast Guard said, "Captain Colburn is a well-known and respected seaman who recognizes the importance of responsible boating safety procedures."

Colburn offered a special thank you to the U.S. Coast Guard Integrated Support Command at Kodiak and St. Paul Island, Alaska. He praised the vigilance of these men and women and their willingness to engage in search and rescue in every kind of weather on the Bering Sea.



## Opening Reception Honoring IBWSS Exhibitors

Exhibits Open – Networking and light hors d'oeuvres

*The Opening Reception was sponsored in part by BoatEd.*



***Update from the Office of Auxiliary and Boating Safety***

**Capt. Mark Rizzo and Jeffrey Hoedt, Chief of the Division of Boating Safety, USCG**

Over 83 million adults and millions more youth, nearly 1/3 of the American population participate in some form of recreational boating each year. Since the enactment of the Federal Boat Safety Act in 1971, the number of registered boats has more than doubled to nearly 13 million but the number of fatalities has plummeted from a record high of 1,754 deaths in 1973 to 685 deaths in 2007. These figures demonstrate that the National RBS program has been very effective over the past 34 years. A copy of our Strategic Plan is included in the program.

Unfortunately, after years of declining injuries and deaths over the past 5 years we have been stuck on an average of 700 deaths per year. We are validating FY-09 casualty numbers now and it appears that the injury goal WILL be met but the deaths goal WILL NOT be met.

Due to the fact that most boating accidents are caused by human factors and that nationally 70% of all reported deaths continue to occur on boats where the operator has not taken a boating safety course the Coast Guard believes that it is time to make a change. For this reason we are actively pursuing a Legislative Change Proposal (LCP), endorsed by the National Boating Safety Advisory Council to get the statutory authority to require all operators of recreational vessels to obtain boating safety education. Uniformity and reciprocity are key factors in this process and we are hopeful that States will work together to minimize the impact to boaters in adjoining States and transient boaters should this legislation be passed.

Regarding the Sportfish Restoration and Boating Trust Fund, our previous 5 year Reauthorization ended 31 September, 2009. Our Trust Fund has been extended through December 2010. The Coast Guard, U. S. Fish and Wildlife Service are working together to see that legislation is considered that will provide the next long-term extension for the remainder of the 5 year period.

For years we have promoted life jacket wear through a wide variety of campaigns in an effort to reduce casualties. Our data shows that 70% of all deaths resulted in drowning and 90% of those that drowned were not wearing a life jacket. In 2008, my office was made aware of a study the Army Corps of Engineers was conducting on life jacket wear at 4 Northern Mississippi reservoirs. This involved a Corps mandate for all boaters to wear life jackets on boats less than 21ft. Baseline measurements were taken in 2008, before the mandate went into effect; and were then taken again in 2009 to see what the results of the mandate were.

The results were incredible! With the Corps using only public awareness measures to get voluntary compliance (no tickets were written), the wear rate for adults on open motorboats jumped from approximately 13% in 2008 to nearly 71% in 2009. Two separate on-water observation studies were also conducted, one of which was done by the National Water Safety Congress and all studies supported the findings. We're very excited about these results and will continue to work with the Corps on this test in 2010.

Now this begs the question? If in two short years the ACOE can increase wear rates from 13% to 71% with no significant push back, I believe that it is time to consider pursuing legislation that requires mandatory wear on all Navigable waters of the U. S.

***USACE Life Jacket Wear Mandated in Mississippi***  
**Lynda Nutt, USACE, and Cecilia Duer, NWSC**

As the largest provider of water-based recreation in the nation, the US Army Corps of Engineers has aggressively supported public education on water safety for more than three decades. Despite extensive risk management efforts, the Corps continues to experience high numbers of public fatalities and serious injury accidents. Noting that greater than 90% of those who drown during recreation activities were not wearing a life jacket at the time of their death. In May 2009, the US Army Corps of Engineers began testing mandatory life jacket requirements for boaters and swimmers on its lakes in Mississippi and western Pennsylvania. In this presentation, the Corps and its key partners, the US Coast Guard and the National Water Safety Congress, shared the successes and challenges experienced to date, as well as plans for the upcoming second year of the three-year test.

***The National Water Safety Congress: Mississippi Wear Rate Validation of Observation Project***

*Presented by Cecilia Duer, Executive Director, NWSC*

The National Water Safety Congress requested and received funding from the U.S. Coast Guard Office of Auxiliary and Boating Safety to perform a simultaneous wear rate study on the same Mississippi lakes as the JSI Wear Rate Study team was performing in the summer of 2009.

For the first time, this would be a boat-based validation of the JSI Wear Rate study. In Mississippi, where mandatory wear was in place on United States Army Corps of Engineer (USACE) lakes, observation dates, based on the water, did come very close to matching the JSI organization study.

Results of this boat-based study were presented in conjunction with the USACE and JSI wear rate study results.

*Project Description:* The NWSC validation project involved unobtrusive observation and data collection, from a boat or boats. The data was collected by a team of researchers from the University of Mississippi which included faculty and graduate students from the Park and Recreation degree program. Each person involved in data collection was trained in the research methodology used by JSI Consultants thus insuring that the data will be comparable, reliable and valid.

Additional variables which were collected:

1. Obvious alcohol consumption
2. Data collected from social beaches/moorings/anchorages Defined as a location where 2 or more vessels are together
3. Weekday use
4. USACE designated swim area usage
5. Law enforcement or USACE presence

*Personnel Training:* On June 4 - 5, 2009, six two-person teams were trained by JSI Consultants to collect data through unobtrusive methods from land-based observation points. Training included classroom instruction and field work where actual observations were made alongside JSI associates. One of these teams was used to collect data during the project thus assuring that all individuals involved in measuring life jacket use have been trained to use the same methodology.

Observations were conducted during the summer months beginning the weekend of July 4th and ending on the September 26, 2009 weekend.

*Conclusions:* This report covers observational data collected from July 4, 2009 – September 26, 2009. The overall wear rate for boaters observed is 61.4% including PWCs in 2009 for this Mississippi boat-based observation study. Without knowing the JSI rate of wear overall at the time of this report, we cannot conclude the validation point of this study, comparatively speaking. We do acknowledge that the wear rate over at 61.4%, is significantly higher than the 22% of wear rate

on the National Study, thereby allowing us to conclude that the required wear of life jackets on these Mississippi United States Corps of Engineers properties, HAS increased use of life jackets in a concentrated area where boat based studies were accomplished. Wear rates on PWC's for both adults and children are almost universal.

**Overall Life Jacket Wear:** The overall wear rate for boaters observed is 61.4% including PWCs in 2009 for this Mississippi boat based observation study only.

**Overall Mean Life Jacket Wear Rates:** there were 1445 Boats observed; 4019 persons observed and categorized by age; there were 1050 Youth under the age of 18; there were 2886 adults between the ages of 18-64 observed; and there were 83 adults observed over the age of 65.

Of the total 4034 persons observed and recorded wearing or not wearing, 2466 WERE wearing and 1568 were NOT wearing. This accounts for 61.4% of the total number of persons, recorded and observed from a boat based observation point, wearing their life jackets.

The National Water Safety Congress does intend to continue to work on the study to validate JSI's work in Mississippi during this three year project test.

For more information please contact Cecilia Duer, Executive Director NWSC, 440.209.9805 or email Director@watersafetycongress.org; www.watersafetycongress.org

### ***Boating Alaska:***

#### ***A short order cook's approach to boating safety***

**Joe McCullough, Alaska Office of Boating Safety**

Like all of its brother and sister states in the lower 48, Alaska endeavors to reach boaters with important safety education – especially adult males. Making this task even harder is the fact that these boaters aren't especially interested in traditional class room courses. While there has been major progress in reaching this electronically focused group with internet based courses, Alaska still felt there was no substitute for an instructor lead class, so we developed what we have referred to as a "short order cook's approach to boating safety" in the hopes that our 30 minute video *Boating Alaska* would whet the viewer's appetite enough that they would enroll in a NASBLA-approved course.

In Alaska, boating is a lifestyle. People rely on it for transportation, depend on it for subsistence and enjoy it for recreation. Which shouldn't be a surprise – Alaska has more water and more coastline than any other state in the country, with 3 thousand rivers, 33 thousand miles of coastline and 3 million lakes! Unfortunately, Alaska also has one of the highest boating fatality rates in the nation. In the past 15 years there were over 300 recreational boating deaths in Alaska, more than in commercial boating. Many of these could have been prevented.

The state of Alaska has a NASBLA approved eight-hour course which has been well attended with approximately 1500 students receiving course completion cards since 2002, which is especially encouraging since Alaska is one of the few states without mandatory education. Nevertheless, the staff of the Alaska Office of Boating Safety wasn't convinced that they were reaching their target audience – young adult males. This target group was used to getting their information fast, either on the internet or through television, and they weren't as willing to sit through an eight-hour class. So the Office of Boating Safety produced a 30 minute video designed to pique the interest of viewers and hopefully encourage them to attend a NASBLA-approved course.

While there's always going to be some risk in boating, safe and enjoyable boating is possible with effective risk management. Risk management depends on four things – your attitude; skill and ability; good, unimpaired judgment; and knowledge and experience. Knowledge and experience are especially important, because eight out of ten boating fatalities nationwide involve boating operators who have never had a single boating safety course. To help boaters manage these risks and ensure a safe and enjoyable time on the water the Alaska Office of Boating Safety focused on four areas: pre-trip planning, things to know on the water, accident prevention, and emergency and accident response. Just remember – while this DVD will give you an excellent overview of boating, it is not a comprehensive boating course.

### ***Cold Water Boot Camp –***

#### ***Beyond Cold Water Boot Camp USA:***

#### ***The 3 "R's" Rescue, Recover, Re-warm***

**Cecilia Duer, Executive Director, National Water Safety Congress/Executive Producer The Three "R's", and Ted Rankine, Play Safe Productions**

Following the success of Cold Water Boot Camp, Beyond Boot Camp: The 3 R's has been created. Using DVD and web delivery of the materials, it is designed to provide educators with tools to better inform themselves and their students about the risks of cold water immersion and first responders with information to be more effective in successful rescue, recovery and re-warming of any person suffering from a cold water immersion or hypothermic experience. This presentation introduced elements of the (soon to be released) DVD, highlighted a sampling of the material it will contain and provided an overview of distribution plans for the program.

The 3 R's has been created to educate first responders about the proper methods of identifying the level of hypothermia in a victim and how to rescue, re-warm and treat the victim. The 3R's portion of the program addresses some education and awareness issues for SAR first responders to be educated and therefore better prepared with a workable plan on how to rescue, recover and re-warm hypothermic victims. With an estimated 20% of those severely hypothermic victims suffering from circum rescue collapse, it is evident that the knowledge is lacking in this area and the 3R's will fill that void.

The National Water Safety Congress will conduct a professional training course curriculum entitled Cold Water Immersion Prevention / Rescue Recover Re-warm. This will be presented in an 8-16 hour classroom and on/in water setting. A certificate of completion will be issued at the completion of the course.

Contact the National Water Safety Congress for more information: Director@watersafetycongress.org, 440.209.9805.

### ***DHS Small Vessel Security***

**Robert M. Gauvin, Technical Advisor,**

**Coast Guard Sections Office of Vessel Activities**

Mr. Gauvin discussed the 4 major concerns on the Department of Homeland Security (DHS) regarding a possible terrorist use of a small vessel\* to conduct:

- Conveyances to smuggle weapons (including, but not limited to, Weapons of Mass Destruction/Effect (WMD/WME));
- Water Borne Improvised Explosive Devices (WBIED)– small, explosive-laden vessels used as "boat bombs" against another vessel, maritime critical infrastructure, or key resources;
- Conveyances to smuggle terrorists into the U.S.; and
- Platforms for standoff weapon attacks on the maritime indus-

try or critical infrastructure.

Small vessel security issues can be managed by in depth, layered international and national security programs which uses a risk based decision making targeting scheme to effectively assign resources to respond to the level of known or perceived risk. The DHS Small Vessel Security Strategy was released by Secretary Chertoff in April 2008 and provides the goals and objectives provided by the small vessel stakeholders during the national and regional summits, which jointly were developed to manage the small vessel risk. This is being followed up by a DHS Small Vessel Security Implementation Plan which is currently in final review with the President's Office of Management and Budget (OMB) and Secretary Napolitano's staff for release. The Implementation Plan will provide a map of the actions that have been and will be taken to reduce threat through partnerships with the states, local and tribal governments as well as the industry, small vessel owners and operators, and the public. A roll out of the Implementation Plan will occur starting with introduction to the small vessel stakeholder leadership and at each port once released. All documents with supporting information and actions taken to date can be referenced on the DHS web site at: [http://www.dhs.gov/files/programs/gc\\_1199394950818.shtm](http://www.dhs.gov/files/programs/gc_1199394950818.shtm)

Work on the concerns does not wait for the Implementation Plan to be released as all of the DHS components (USCG/CBP,ICE,TSA,DNDO, etc) are taking actions to reduce the threat from the use of small vessels in an attack on the U.S. homeland and abroad. One specific action where the public and stakeholders can make a difference is America's Waterway Watch (AWW), 1-877-24-WATCH. This is a 24-7 hotline to report suspicious incidents from those of the public and industry who work and live on or near the water. AWW has its own web page, so if there are questions on what is a suspicious incident or why should one report it, there is some online training on the AWW web site at: <http://www.americas-waterwaywatch.us>

The DHS Small Vessel Security Implementation Plan when released will be advertised in boating and industry periodicals as well as be available to read or download from the DHS website listed above. Any questions please use the contact link on the website directly.

*\*The U.S. has characterized a small vessel as any watercraft, regardless of method of propulsion, which is generally less than 300 gross tons, and used for recreational or commercial purposes. Small vessels include commercial fishing vessels, recreational boats and yachts, towing vessels, uninspected passenger vessels, or any other small commercial vessels involved in foreign or U.S. voyages. This definition distinguishes small vessels from large commercial vessels and yachts (generally 300 gross tons and over) that are applicable to security measures already put in place under the authority of the Maritime Transportation Security Act (MTSA) of 2002 and the International Ship and Port Facility Security (ISPS) Code.*

## **National Water Safety Congress**

**Awards Luncheon** (See Award Winners on page 26.)

### **Using Online Games and Animation to Teach Boating Safety**

**Ted Sensenbrenner, BoatU.S. Foundation for  
Boating Safety & Clean Water**

When researching anything these days most people begin with the Internet. Results are fast and just about everyone is comfortable using a variety of online tools. Finding a way to take the next step in education and reaching boaters in a fashion to which they are accustomed - not just online but through

interaction - is a logical progression when it comes to boating education.

Research indicates the vast majority of people use visual cues when learning and that active participation in this process increases comprehension and retention several-fold. Surveys also reveal students prefer using interactive hands-on methods utilizing animations, simulations and video. That is why BoatU.S. Foundation developed a suite of new interactive learning tools including video games and a boating simulator that puts the student at the helm.

Games offer a challenge to anyone who plays them because they are not just the same repeated scenario. By definition, games vary each time you play, depending on player input. And with variety, the player gets unique feedback guaranteeing a new experience each time. Feedback is instant - you get safety tips along the way, feedback on performance at various intervals and an overall score to compare yourself to others.

The "BoatU.S. DockIt!" game presents a series of typical marina layouts with instructions to navigate safely to your boat slip without incurring substantial damage, or else you're sunk. Beware of the tides, current and confusing dock layouts that are as confounding as the real thing, at least to a new boater. If you dock your boat successfully, you're greeted with a round of applause by onlookers and advance to the next level. There are six levels in all with a nighttime bonus level.

As a follow up, the Foundation developed "BoatU.S. NavigatIt!" Instead of emphasizing the subtleties of docking, the NavigatIt! game takes you on a journey. Along the way, you must pass marks on proper sides, avoid typical traffic flow and watch for common waterway hazards. There's even a quiz you can take to enhance the experience and an option to review real-life boating tips that emphasize safety.

The latest BoatU.S. Foundation product, the "BoatU.S. Boating Simulator - a Virtual Boating Experience" offers a behind the wheel experience, complete with a simulated throttle, shifter, and chart plotter. Instructions are given at the beginning of the voyage and you must use all tools at your disposal to navigate around aids to navigation, through congested waterways and across sometimes shallow and treacherous waters. Performance feedback is given along the way and penalties are assigned real-time for violating speed zones, crossing too close to another vessel or navigating out of bounds.

These experiences offer both the new and experienced boater something unique and ensure that learning is a fun experience. BoatU.S. Foundation staff demonstrated these games for the audience during the general session and shared how it is accomplishing the mutual goal of the BoatU.S. Foundation and United States Coast Guard of promoting boating safety in a fun and interactive way.

### **Arctic Boating Safety Outreach: Challenges and Cultures**

**Commander Michelle Webber, USCG, and  
Mr. Michael Folkerts, USCG**

Promoting boating safety in the Arctic presents many challenges; inclement weather, ice, marine mammals and perhaps the most important of all, indigenous cultures. When it became apparent that diminishing ice packs would likely open the fabled Northwest Passage to commercial vessel traffic, the Coast Guard scrambled to begin establishing a presence in Alaska's Arctic. Historically, the Coast Guard has visited the Arctic many times; as far back as the 1860's with Revenue Cutters. As the Coast Guard moves into a higher level of Arctic Domain Awareness, recreational boating safety is included in

the Coast Guard mission set.

A traditional boating safety program would normally include two basic components; Education and Enforcement. In the case of the Arctic residents, we started with a 'clean sheet,' the first order of business was to research the utilization of recreational boats in the far north. We already knew there was minimal enforcement of small boat carriage requirements and very little boating safety education offered in the rural communities. A review of accident statistics also revealed that despite a high percentage of native recreational fatalities, relatively few occurred north of the Arctic Circle. We set out to discover what the local boaters knew about boating safety that we didn't. On the surface, it seemed that hunting/gathering/traveling with small boats in the Arctic Ocean, Chukchi Sea and Bering Strait would present a much higher level of risk.

The difference between a stereotypical recreational boater and the Arctic boaters showed stark contrasts and learning about boating risk management in this unforgiving environment was obviously our first tasking. As we progressed with boating safety in the Arctic, the roles reversed. We became the students and the native boaters became the teachers.

Additional visits to the Arctic hold high promise as the Coast Guard continues to develop strong working relationships with local residents. The political and environmental impacts to the Arctic are yet to fully evolve as climate change shapes an unknown future for this remarkable part of our planet.

### ***Drinking and Boating*** **Ted Rankine, Play Safe Productions, and** **Barbara Byers, Lifesaving Society**

Alcohol is a contributing factor in many boating accidents and the Canadian Safe Boating Council, in co-operation with their partners, are increasing awareness through an integrated outreach program.

There is agreement that alcohol and boating is an important issue and much work has to be done to change attitudes and behaviour. As a result, the outreach program first started with a review of current statistics in both the United States and Canada and then conducted a new Canadian study on boaters' attitudes regarding drinking and boating.

In the United States, research has demonstrated that boat operators with a BAC (blood alcohol content) above 0.10% are 10 times as likely to be killed in a boating accident. In 2007, alcohol was the leading contributing factor in 21% of boating fatalities. A 10 year trend in boating injuries has seen a significant drop, except where alcohol is involved; where it has been relatively unchanged in real numbers throughout the years. A California Department of Boating and Waterways Accident report found that in 66% of all alcohol related fatalities, the victim fell overboard and drowned and 41% of all alcohol related fatalities showed it was the passenger who was the victim or contributed to the accident.

In Canada, statistics collected by the Lifesaving Society from provincial coroner's offices identified that almost 40% of all recreational boating fatalities involve alcohol. A study, focusing on the attitudes of boaters towards consuming alcohol while boating, was conducted by the Canadian Safe Boating Council in conjunction with SmartBoater.ca. It was discovered that 37% of boaters admit to consuming alcohol every time that they boat and 66% admit to consuming alcohol sometimes when boating. As far as the 'fear factor' was concerned, older boaters were more worried about death, injury and property damage whereas younger boaters had a greater fear of enforcement action and the resulting

embarrassment. The final consensus about drinking and boating was the same people who would never drink and drive their automobiles still felt that consuming alcohol on board a boat was ok.

Armed with studies and statistics, the Canadian Safe Boating Council, SmartBoater.ca and Lifesaving Society set out to develop a series of tools to help turn the tide about drinking and boating. They first started with a poster campaign depicting an overhead shot of a highway with a boat operating at high speed, weaving in and out of traffic. The poster was developed to help draw the line about the similarity between drinking and driving and drinking and boating. In partnership with Transport Canada Office of Boating Safety, the Liquor Board of Ontario and MADD, the poster was displayed in liquor stores, marinas and community centres across Canada.

To effectively demonstrate the behaviour change when alcohol and boating are mixed, SmartBoater.ca videotaped a demonstration with 10 volunteers who gathered for a day of boating and drinking. Under the watchful eye of York Regional marine police officers, the volunteers were invited to demonstrate a number of on-water-skills at a variety of BAC levels, up to 0.049. The goal was to demonstrate that you don't need to even approach the accepted standard of 0.08 BAC to have the alcohol affect your boating abilities.

Finally, with a focus on younger boaters, four Public Service Announcements were created using a 'Texas Hold'em' poker theme to illustrate the effects of inappropriate risk taking. One of the P.S.A.'s focused on impaired boating, outlining that the viewer would not risk placing a bet on a losing hand in poker, but would risk the consequences of operating a vessel impaired. All the P.S.A.'s, including the alcohol one, will be in rotation as part of the marine report on the Weather Network and Météo Média (French language Weather Network) throughout the summer.

Plans are now being made for future demonstrations on how environmental effects, such as wind, waves, and sun, dramatically increase the effects of alcohol when drinking and boating.

The poster, alcohol and boating demonstration and the P.S.A.'s will be posted on the SmartBoater.ca website for public viewing and boating safety educator downloading.

### ***Operation Dry Water*** **Tom Hayward, NASBLA**

Operation Dry Water was a tremendous success in its inaugural year. During the weekend of June 26-28, 2009, 51 states and territories, along with numerous Coast Guard Stations, participated in this enhanced boating under the influence enforcement campaign.

It was expected that the number of BUI citations and arrests would increase during the Operation Dry Water weekend simply as a result of increased emphasis on BUI saturation patrols and checkpoints. However, the magnitude of the event's impact was astonishing. Based on reports from the participating agencies:

During the 2009 Operation Dry Water weekend, 2,442 officers:

- Issued 283 BUI citations
- Issued 5,320 warnings
- Issued 1,127 citations for other violations
- Contacted 36,277 boaters on 17,695 recreational vessels

Reports from agencies that participated in the 2009 event show that there were more BUI arrests in that one targeted weekend of enforcement than there were for more than half of the states combined for the entire 2008 year.

Though the intensified enforcement had the direct result of removing nearly 300 impaired boaters from the waterways, just as important was the publicity that Operation Dry Water generated, which further increased awareness of BUI and other boating safety issues.

According to VOCUS, a media tracking service, Operation Dry Water resulted in the following media placements during June 26-28, 2009:

- 563 television news stories
- 273 online mentions
- 224 newspaper articles
- 4 magazine articles
- 11 international mentions
- 104 wire stories/hyperlink mentions

Though funds for the campaign's first year were limited, Operation Dry Water was undoubtedly big news. With efficient media relations practices, "pick up" was extensive. Good results in the initial year help to provide a strong foundation for expanding and intensifying Operation Dry Water in future years.

Considering the remarkable success of the first Operation Dry Water, plans are under way to make Operation Dry Water an annual event, with NASBLA at the helm on the national crackdown. NASBLA hopes for participation from all 50 states and six U.S. territories.

The second annual Operation Dry Water weekend will take place June 25 – 27, 2010.

### ***Power Boat Hands-on Education***

**Virgil Chambers, NSBC**

The RBS Strategic Plan addresses on-water skill-based courses of instruction and encourages this type of education. It further defines on-water education as any course of instruction that is boat based for skill development, regardless of the level of the course content. The Power Boat Hands-on Education session addressed the next level of boating safety education and training - power boat operation skills.

There are several outstanding national hands-on power boat programs, for example, US Sailing/US Power boating programs, the Boy Scouts of America boating program, and the Spirit of American Program. The US Power Squadron and The National Safe Boating Council (through its Close Quarter Boat Control Course) are both developing additional programs that center on skills that teach on-water power boat training. Classroom courses focus on what to do and why to do it. Skill-based boating must focus on when to do it and how to do it, using factors like wind and current to assist you in putting the boat where you want it to be. Knowledge of how your boat reacts in different situations is crucial to safe boat handling. Hands-on and on- water practice reinforces theory and refines skills. These skills cannot be learned in the classroom. Boaters need a hands-on program. A skilled operator understands the boat's limitations in varying conditions and can predict how the boat will respond. Skill level combined with knowledge allows an operator to get underway with confidence in their decision making ability in handling their boat in tight conditions. There is no substitute for the knowledge gained from actual hands-on experience. Remember: practice makes permanent...only perfect practice makes perfect.

Teaching your staff or the public how to safely and confidently operate will reduce accidents and allow for more enjoyable boating. The need for effective on- water power boating programs is coming. While hands-on power boat education currently does not have national standards, NASBLA has established some best practices for on-water/hands-on education. Working together to establish standards in training is important to this level of boating safety education.

### ***"Wear It!": One Voice – One Message***

**Rachel Burkholder and Virgil Chambers, NSBC**

To establish the goals and objectives of the North American Safe Boating Campaign ("Wear It!"), it's important to first review the 2008 U.S. Coast Guard Accident Statistics Key Findings. In 2008, there were 4,789 accidents, 709 deaths, 510 drownings, and 3,331 injuries. It's important to highlight that over 2/3 of all fatal boating accident victims drowned, and of those, ninety (90) percent were NOT wearing a life jacket.

The 2010 campaign has seen advancement and increasing efforts since the 2009 campaign. In 2009, there were only 33 state agencies that were committed to the "Wear It!" message. In 2010, there has been a commitment from all 50 states to use the "Wear It!" campaign in some capacity.

National Safe Boating Week 2010 will be from May 22-28, 2010. There are events being held all over the country during National Safe Boating Week and throughout the summer. There is a section on the campaign Web site ([www.SafeBoatingCampaign.com](http://www.SafeBoatingCampaign.com)) for groups and individuals to post their event or view events in their area. Another fantastic event being held for the first time in 2010 is the "Inflatable Life Jacket World Record Event." On Thursday, May 20, 2010 at 11:00 EDT / 8:00 PDT, we're asking people all across the country to simultaneously inflate their life jacket. The goal is to promote life jacket wear, specifically inflatable life jackets and to educate about general boating safety. For more information, visit [www.ReadySetInflate.com](http://www.ReadySetInflate.com).

The campaign continues to promote its message on a variety of social marketing sites including Facebook, Twitter, YouTube, Vimeo, MySpace, and Wikipedia. Other media efforts include press releases that are sent out monthly, e-newsletter blasts that are also sent out on a monthly basis and a variety of campaign outreach materials including a magnetic postcard, talking points, campaign mailer, and lenticular postcard. To promote the campaign, a new Public Service Announcement (PSA) was created in December 2009 and the NSBC is in the process of creating a new PSA spot for 2010. The "Be a Survivor: Wear It!" and Float Yourself Float-o Contests will continue in 2010. Both will be promoted through the campaign Web site and social marketing sites.

Another initiative that has grown in popularity this past year is the "Fish with a Pro" contest. With this contest, states have access to resident BASS and FLW touring pros who will help promote the state boating program. For more information, contact Chris Edmonston, BoatU.S. at [cedmonston@boatus.com](mailto:cedmonston@boatus.com).

The campaign will continue its targeted efforts in Tennessee for its third year, Michigan for its second year, and New York in its first year. Although the JSI study has not seen a substantial increase in life jacket wear rate nationally, USCG statistics in the "Wear It!" states show that something is happening to reduce deaths and fatalities. From 2007 to 2008, there were 10 less deaths and 10 less drownings in California and in Florida, there were 20 less deaths and 1 less drowning, although it's necessary to note that not all "Wear It!" states have seen these same positive results from 2007 – 2008.

As always, the North American Safe Boating Campaign wants to help YOU with your own campaign efforts. We offer a variety of free resources including brochures, posters, and stickers as well as great paid resources to use. To view these resources, visit the campaign Web site at [www.SafeBoating-Campaign.com](http://www.SafeBoating-Campaign.com).

## **Interactive Boating Education Exercises for Classroom and Online**

**Kerry Moher, BoaterExam America Inc.**

Our state-of-the-art online learning tools offer a convenient way to obtain boating safety and certification---and yet that's only part of what has earned BoaterExam the distinction of being an industry leader in outdoor education. Our company understands that learning happens best when the tools you use are engaging....interactive....and fun!!

As a leading provider of a suite of boater education study guides and course materials, BoaterExam is proud to introduce a series of new interactive Flash exercises in 2010. These new exercises allow both online and classroom students the opportunity to further explore boating safety course topics. In addition to the exercises, participants can engage the new interactive study guides featuring narrative dialogue while enjoying the more than 300 original illustrations and 150 animated video clips, thus experiencing a greater level of participation as well as a superior level of retention of the safe boating concepts.

In our experience in delivering boater education courses both in the classroom and online over the last 10 years we have recognized the importance of 'memorable, teachable moments.' Using the interactive course materials allows for the opportunity to get students out 'of their seat' and actively participate in the course; this has proven very effective. These innovative and user-friendly exercises provide an engaging method for teachers and their students to apply concepts from the course and offers occasion for instant feedback.

The BoaterExam exercises touch on a multitude of boating safety areas including personal flotation devices, operation in darkness, safe operation and navigation rules, just to name a few. Various types of interactive and narrated exercises provide immediate feedback on each participant's progress. Keeping students engaged and committed to the learning process is essential. The end goal results in higher test scores, improved student satisfaction and enjoyment, and ultimately greater retention of required boating safety information.

All attendees at the Breakout Session received a FREE CD containing all Flash exercises to take home. Please contact Kerry Moher at 877-722-8838 x.222 to obtain a CD if you were unable to attend.

**Facilitating Partnerships on Land Owned by US Army Corps of Engineers, and Managed by Ohio Department of Natural Resources ... The Answer During Financially Depressed Times**  
**Panelists: Victor Ricks, Ohio Department of Natural Resources; Dick Armstrong, Central Ohio Safe Boating Council and Alum Creek Sailing Association; Jim Spurgeon, Central Ohio Safe Boating Council and Alum Creek Sailing Association; and Margaret Spurgeon, Alum Creek Sailing Association**

Alum Creek State Park and reservoir was a project of the US Army Corps of Engineers which opened in 1974 and is managed by the Ohio Department of Resources (ODNR). Purposes of the Park are threefold: flood control, water supply and recreation. It's located in central Ohio and its lake spans 26 miles. During the past 15 years with declining funds the ODNR has developed working partnerships with several private specialty organizations which have park and/or lake

related interests. These partnerships have resulted in an expansion of a wide variety of the parks recreational facilities which have enhanced the 5 county area population's use and enjoyment. Some of the organizations included in this group of partnerships are listed below. This presentation included detailed information of how the largest of these, the Alum Creek Sailing Marina, partnered with ODNR to achieve its goal of creating a public sailboat only marina, with private funds.

- ALUM CREEK SAILING MARINA, Alum Creek Sailing Association
- DOG PARK & DOG SWIM AREA, Friends of the Alum Creek Dog Park
- MODEL AIRPLANE PARK, Westerville Model Aeronautical Society
- CANOE & KAYAK LAUNCH AREA, Local Eagle Scout Groups
- MOUNTAIN BIKE TRAILS, Central Ohio Mountain Bike Organization
- DISC GOLF COURSE, Mid Ohio Organization Golf
- EQUESTRIAN AREA, Horseman's Associations of Ohio
- CHRISTMAS FANTASY OF LIGHTS, Alum Creek Marina Concessions
- ALUM CREEK MARINA STORAGE, Alum Creek Marina Concessions
- CHILDREN'S BEACH PLAYGROUND, Mothers of Alum Creek
- OSPREY NESTING PLATFORMS

## **Managing Risk While Afloat** **Jeremy Oyen and Chris Stec,** **American Canoe Association**

This session provided a range of pertinent guidelines for administrators to manage participant risk while on the water, provides insight on how to effectively evaluate paddlesports staff, and encourages program staff and administrators to view risk management in their paddlesports programs from multiple angles.

Specific Topics covered:

1. The ability to evaluate their program staff with a 'new' critical eye
2. The ability to confirm that their program meets Best Practices for Paddlers and Paddlesport Programs
3. The knowledge to identify areas for improvement and where to acquire those resources

Managing Risk While Afloat Presentation:

- Introductions & Overview
- Frightening 'What If' case study
  - Brief Small Group Discussion
- Guidelines for managing participant risk while on the water
  - Minimum suggested requirements
  - the unseen factor
- Tools for effectively evaluating paddlesports staff
  - guidelines for evaluating staff
  - paddling skills
  - rescue skills
  - on water group management and judgement
  - 'paper' experience vs 'real' experience
  - continuing evaluation tips for returning/veteran staff
- Evaluating and managing risk for an overall paddlesports program
  - from the desk to the day trip to the remote
  - strategies for administrators

-viewing your paddlesports program from an entirely new angle

**Public Safety Issues/Cases/Program**  
***“How the FERC Inspection Program Addresses Public Safety Issues”***

**Lorance (Randy) Yates, FERC**

Participants learned how project areas and facilities requiring public safety devices or other changes are identified at FERC licensed hydro projects. Types of FERC inspections and Commission regulations were discussed. An overview of public safety upgrades requested as the result of FERC environmental inspections. Sample slides were shown of hazardous conditions and past corrective action items.

***“Consumers Energy Overview Lease Program”***  
**Brooke McTaggart, Consumers Energy**

Consumers Energy developed an overall Land Management Plan for its Federal Energy Regulatory Commission licensed projects which included a chapter titled Lease and License Program Plan. This presentation reviewed some aspects of Consumers Energy's lease and license instruments that may be useful for other licensees to consider including submittal of an annual Operations Plan by each public lease and license facility that includes provisions for addressing boating safety along with many other aspects of the operation, requirements to report visitor use information to support the FERC Form 80 data collection, and provisions for Master Planning that includes review by Consumers. The methodology for establishing and updating lease and license annual fees was also reviewed.

**Marine Surveyors: The Triangulation of Safety**  
**Dr. Virginia E. Harper, Ed.D.**

The marine surveyor triangulates private business with safety regulations. First and foremost the marine surveyor has the responsibility for safety. The following checklist is the hallmark of a good surveyor. Private boat owners can also use the following when buying or selling a boat.

Indicators of Previous Sinking: Mud, dirt, sand in tight spaces and bilges. Check spaces where decks join hull and hidden bulkheads. Always review boat's history.

Fire Damage Indicators: Use destructive testing, ultra sounding. Check fiberglass core.

Bad wiring, fire in wiring, sinkage damaged wiring: Corroded wires throughout. Burnt ends. Hastily reapplied ends. Look at all terminals in panels and wire ends.

Excessive mold and mildew: Sinkage, partially sunk, not cared for. Long term storage.

Cracks in hull: Critical areas of the hull that present are beneath engine stringers, at bow, encircling rudder, post or shaft. (Trivial gel coat cracking should be indicated as well).

Engine: Look for excessive rust. Remove oil filler. Inspect as far as you can see to and past rocker arms. Dirty? Rusty? Sludge buildup? Have a mirror affixed to a long wand to look under, behind the engine, for rust, oil leaks etc. Always recommend an engine survey.

Wet hulls: A moisture meter by itself does not indicate a wet hull. And a dry hull can be just as deceptive. Know the boat's history.

Blister: Many good used boats will have some blistering. Some boats had factory recalls especially during the late

1980's. Check the USCG website for factory recalls for the past 25 years. Some great boats will have some blistering problems that can be readily fixed with time and money. Use your inspection judgment.

Fuel Tanks: See engine above and use a wand mirror to check as far as possible over under and around tanks. Iron fuel tanks are common in older boats. Check for water under tanks. Use a clean rag and wipe all over the tank, under and around the bilge, AND ESPECIALLY THE CORNERS. If you see fuel or oil on the rag, caution the boat owner or buyer to have the tank lifted for further inspection or possible replacement. Fiberglass tanks? Use the same due diligence because of the ethanol creep with fiberglass.

Deck and topside: When water enters the sandwich through screw or bolt holes or flaws, serious problems arise. Check for discolored paneling, flooring, and painting. Port holes, hatches, doors, gangways with water stains or filtering may indicate past problems.

Superstructure coring: Check for coring and fiberglass thickness using a thickness gage. Older boats show weaker coring but the amount of fiberglass repair can often compensate.

\*Navtech US Surveyors Association

**2010 NSBC Alcohol Impact Award Winner**  
**Ohio DNR Division of Watercraft Alcohol Awareness Program**

**Officer Walter J. Hodgkiss and PI&E Manager Cindy Bellar, ODNR Division of Watercraft**

The Ohio DNR Division of Watercraft, in its continuing effort to provide Ohio's boaters with the safest boating environment, implemented the "Get on Board with a Sober Boater" awareness program in 2009. The overall goal of the campaign is to increase boating safety by providing an alcohol and drug free environment for all who boat on Ohio water, to educate the public and increase awareness of the relative risk associated with alcohol/ drug use while boating, and to educate the community about dangers of alcohol and drug use in the boating environment.

Ohio Watercraft Officers promote the program to boaters in many venues, both on and off the water. During these contacts, boaters may voluntarily take the Sober Boater Pledge which states:

I will be a safe and sober boater.

I will not operate a vessel after consuming any alcohol/ drugs.

I will provide a safe and alcohol/drug free environment on board my vessel.

I will abide by the laws of the state of Ohio, and practice good seamanship.

I will encourage other boaters to "Get on Board with a Sober Boater".

Boaters taking the pledge will receive a wrist band displaying "I'm a Sober Boater", a 4-inch decal to be displayed on their vessel, and a Sober Boater Pledge Card which also includes safety tips and the Wear It Ohio logo. In addition, thirty metal signs promoting the "Get on Board with a Sober Boater" Campaign have been posted at high profile launch facilities within the northern Region of Ohio. Eight large banners are posted at various boat shows, sport shows, boating and fishing festivals, malls, and during the Wear It Ohio events. Officers also partner with DARE officers, providing in person presentations making students aware of the relative

risk of boating and drinking. The campaign was publicized during safety/ sobriety check points, Operation Dry Water, several media pickups on local news broadcasting, and during National Safe Boating Week with PSA's.

Boating is primarily a recreational activity; as a result it appears many boaters do not associate the same dangers and consequences of drinking and boating as with drinking and driving. This social acceptance of consuming alcohol while boating greatly increases the risk to all boaters. The Division of Watercraft hopes to greatly reduce the number of alcohol related accidents and fatalities in Ohio by implementing the "Get on Board with a Sober Boater" program throughout the entire state of Ohio and continue to make a strong enforcement effort to deter alcohol and drug consumption on the water.

It's easy to get on board with Ohio's Sober Boater Program. No materials are copyrighted and all can be shared/ adopted/ copied without permission. All materials are generic and can be used by any state. Art work and distribution contacts are available by contacting PI&E Manager Cindy Bellar at (614) 265-6504.

### **Summit Polling conducted by National Safe Boating Council**

*See the results of this year's polling on page 28.*

### **A Behind the Scenes Tour of "Life Jackets Float, Do You!" Robert B. Kauffman, Ph.D.**

The purpose of the session was two fold. First, it provided a behind the scenes tour of the recent safety video: "Life Jackets Float, Do You?" In this regard, the session emphasized the production of the opening rescue scene. Second, the session provided a conceptual behind the scenes tour regarding developing a successful boating safety message. In addition, the session used clips from previous videos to show both successful and unsuccessful techniques to convey the boating safety message.

Conceptually, the objective of the video was to get people to want to wear their life jackets. This is a noble, if difficult goal. The video incorporated the advertising model. Initially, it is the emotional appeal which reaches people. It is "I want," "I need," "that's neat," or "I want to do that..." Then, in an effort to support their emotional decision, people seek the rational support of their commitment with knowledge and facts. The Life Jacket Floats video opens with fire trucks, helicopters, EMS people, and rescue boats searching for the lost member of the raft which turned over in the river. The scene appeals to the viewer's emotions.

In the video, the rational, knowledge, and facts included a discussion of river dynamics. Essentially, its message was that there are currents out there which can do things to you even if you know what you are doing. These currents include: holes, eddies, high water, cold water, strainers, etc. A secondary theme was to present boating in a positive light. Surfing a wave, doing an ender, and people having a good time boating were interspersed within the scenes.

The session discussed the video in terms of previous works done by the author and director. When you are making a safety video, there are some "pitfalls and barnacles" to avoid. First, you don't want to "jump the shark" where the script becomes so preposterous that the audience rejects it out of hand. In

the movie industry the term comes from an episode of Happy Days where the Fonzie is challenged to jump a shark pen on his water skis. The episode was considered over the top and the show had lost its credibility. For example, in the video "Cold, Wet, and Alive," we had the problem of showing hypothermia can kill you without actually killing the victim. Since most people experience hypothermia without actually dying, we needed to be careful about killing off the victim because it would be easy to "jump the shark" and lose the audience.

The next "pitfall and barnacle" to avoid is where the audience concludes that "I would never do that," or "that has never happened to me." The death and gore automobile crashes everyone saw in high school were illustrative of this approach to scare people straight. The problem with this approach is that the audience has already rejected the message. In creating a safety video, it is easy to fall into this trap.

Also, the session discussed the concept of the "story within the story" approach used in "Cold, Wet, and Alive" with the computer graphs where the audience is in on the gig before the actors in the story. It is a variation of the Rocky Horror Show. It works because the audience "buys into" the message as they anticipate what is about to happen to the somewhat naive victims.

### **Interpretive Programs – Alive and Well Barbara Corbitt and Joe Crommett, USACE**

While fun traditionally drives interpretive programs, we shared how to build an effective water safety program with limited resources. In addition to teaching water safety, all programs include aspects of conservation, education, and recreation.

We used a PowerPoint presentation and 30 years of combined personal experience to illustrate and support our efforts to promote an awareness of water safety. The PowerPoint photographs illustrate interpretive ideas and the implementation of water safety goals.

Topics include:

- "On the Beach" – activities such as the "Beach Olympics" that include water safety activities, the use of "props" to get swimmers out of the water to discuss water safety, and beach seining to promote protection of the "where the land meets the water" environment.
- "Amphitheater and stars": It's fun to have your own snake show, but how about inviting guests to present? You will be surprised at people who jump at the opportunity to be the star for the night and share their knowledge about alligators, owls, and bats – complete with live props!
- "Campground Walk-a-thon" – Visiting individual campsites pays big dividends! It's a chance to invite campers to interpretive programs, promote safety, and make a positive contact with visitors - they enjoy the chance to talk and ask questions.
- Outreach Tools – There are plenty of inexpensive, practical, easy-to-use tools (prize wheels, button makers, "ice cream machine" ...) that will assist in achieving goals.

During the session examples of past programs were discussed with time allowed for the attendees to comment or ask questions. Handouts were provided to assist attendees in developing their own fun-filled programs. These included how to make camper ice cream, scavenger hunts, and water safety questions that have many applications.

**Weather Safety and Your Water-Based  
Recreational Activity**

**Dr. Stephen Leatherman, Chair Professor  
and Director of the International Hurricane Research  
Center in Florida**

This session offered information about weather and water safety with relationship to nearshore boating, with a special focus on rip currents.

**Public Recreation and Safety  
"Recreation Management at  
Hydropower Projects"**

**Jon Cofrancesco, FERC**

The Federal Energy Regulatory Commission or FERC is an independent regulatory agency that has broad responsibilities under the Federal Power Act (FPA) for, among other things, licensing and regulating non-federal hydroelectric projects. Of the 1,600 hydropower projects under the Commission's jurisdiction, the majority of them have significant lands and waters available for public recreation use. In a typical year, these projects receive about one million visitors for recreational purposes.

Under Sections 10 (a) and 4(e) of the FPA, the Commission licenses hydropower projects to provide for developmental improvements and benefits of the waterway, and non-developmental benefits, such as public recreation. These mandates provide the foundation for Commission regulations and its determination of appropriate license conditions for the project.

Recognizing a growing demand for recreation, in 1965, the Commission issued Order 313 outlining its recreation policy, "to seek within its authority the ultimate development of recreation resources consistent with area needs and the primary project purpose." This policy is accomplished through specific license conditions and regulations, including Section 2.7 and Part 8 of 18 CFR, which identifies a licensee's responsibilities to cooperate with others to meet recreation needs, to provide reasonable public access and opportunities, and comply with applicable federal, state, and local regulations for safety, health, and public safety. Typical license conditions address public access, public safety, modification of project recreation facilities, recreational monitoring, and the development of recreation plans or reports.

Licensees also have responsibilities to provide reasonable public recreation use and access and impose measures or restrictions in the interest of protecting life, health, and property. Consistent with these responsibilities, licensees must strike a reasonable balance between its obligations to provide recreational opportunities and access and to provide for public safety.

As demand for recreation at hydropower projects continues to grow, the Commission and its licensees will continue to provide recreational opportunities and will work with agencies and others to meet its obligations.

**"Cooperative Agreements in Providing  
Recreational Opportunities"**

**Tommy Boozer, SCE&G**

This presentation covered the benefits associated with developing cooperative agreements with various entities to provide and improve public recreation at FERC license project facilities.

**NASBLA's Operation Dry Water**

**Tom Hayward, NASBLA**

This session was an open forum discussion to hear more details and ask questions about "Operation Dry Water." See page 9 for information about "Operation Dry Water."

**NSBC Boating Safety Youth Award**

**sponsored by BoatU.S.**

**Paddle Safe, Paddle Smart –**

**A Paddlesport Education Program for Youth**

**Jeremy Oyen, American Canoe Association**

*Paddle Safe, Paddle Smart* is a national research based educational curriculum designed to introduce middle and high school age youth to the joys and skills of paddling a canoe and/or kayak. The curriculum emphasizes safety and skills and is designed for teachers and youth leaders who want to include paddle sport instruction in their programs.

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

In this session, participants learned the methodology of how to use the *Paddle Safe, Paddle Smart* curriculum including hands-on activities which demonstrates how one can easily teach a group of students basic paddlesport safety utilizing student-centered learning.

**USACE/Alum Creek Lake 5 Year Water Safety Plan  
and Accomplishments**

**US Army Corps of Engineers**

**Manager Bob Wattenschaidt and Ranger John Wargo**

The USACE/Alum Creek Lake is located 3 miles north of Columbus, Ohio. Two million people live within an hour drive of the lake. Alum Creek Lake is the busiest boating inland lake in Ohio and has 3,387 acres of water fun. Alum Creek Lake has 3+ million visitors per year.

The Ohio Department of Natural Resources manages the lake and lands upstream of the dam. This USACE/ODNR agreement created Alum Creek Lake State Park in 1975. The USACE manages the dam and below dam area. The USACE is the landlord for the entire project.

The five year Alum Creek Lake plan was implemented in cooperation with the Central Ohio Safe Boating Council, (COSBC). The USACE is an active member of COSBC. The first thing we did was collect ideas. We then looked for sources of funding. Our goal was to target the safety messages to the 18 – 35 year old male audience who was most likely to be involved in a boating or water type accident.

The 1st year's idea was to bring back the large grass boating safety message painting on Delaware Dam that had been painted in years past. This site is located beside the busy 4 lane US Rt. 23. The 1st year we did the life jacket and Wear It message. The 2nd year we partnered with the Columbus Sail and Power Squadron and received a grant from NWSC. The Columbus Sail and Power Squadron suggested we change the message to "Git-R-On!" We received a lot of press with this new message. This painting has continued.

The 2nd year's idea was to print a life jacket "Git-R-On!" message on the advertising "The Bag" plastic coupon bag. This "Bag" is distributed to 600,000 homes each week. This idea was done with a grant from NWSC and has been continued

the last four years during the July 4th holiday week!

The 3rd year's idea was to design and purchase two large banners with the life jacket and "Git-R-On!" message. These banners were to be used in parades, boat shows and be displayed on the USACE Visitor Center. This idea was funded by a grant from NWSC and the banners have been used every year.

The 4th year's idea was to stencil the life jacket and "Git-R-On" message on the launch ramps and marina walkways. This was accomplished by a grant from NWSC. A total of 14 stencils were painted.

The 4th year we also started doing "Coastie the Safety Boat" programs at schools and outside events. We wanted to explore how much interest there was for these programs. We also wanted the 18 – 35 year old moms and dads to hear the same safety message their children were hearing. This program was very successful and we made plans to buy an USACE safety boat.

The 5th year we designed and made 3 large "Wear It & Git-R-On" metal signs that we put up at the three big boat ramps. We used our old metal signs that we had in storage. We received a grant from NWSC to do the graphic package. These 3 signs were very popular and we even saw them on family vacation personal Facebook sites. We also used this same graphic design and made smaller signs for our patrol boat.

We also used the life jacket "Git-R-On" stencils to paint four bridge piers that boaters pass under when they are boating on Alum Creek Lake. This was done with paint left over from the third year project.

The 5th year we also added a school program. We provided each 3rd grader a water safety activity coloring book for all schools that agreed to display our boating and water safety banner every year during the month of May. We wanted moms and dads to see this banner when they entered their child's school. We had 13 schools participate and we gave out 1800 activity books. This program will continue every year.

The 5th year we had our summer ranger paint a Alum Creek Lake 10" by 8' mural that we could use in our fairs display. We also developed the 10 question water safety quiz. All those who passed were given a rubber duck. This duck quiz program was very successful. Families and young adults took our quiz in record numbers. We also purchased "Corey the Safety Boat" and this program has been very successful!

## **A Boating & Water Safety Program for South America**

### **Marcelo Assumpção Ulysséa, Sea Angel's Brazil Institute/Boating Safety and Education**

The focus of this presentation was to show participants how the process of boating and water safety educational programs is slowly trying to change the perspective of South Americans toward boating accidents and fatalities in their country. The presentation discussed how far they have come and how much is left to do.

Ulysséa shared his experiences working in the United States from 2002 to 2004 as an instructor for law enforcement, fire fighters, and marine personnel for personal watercraft rescue programs through the K-38 Water Safety organization run by Shawn Alladio. He also worked as a boat operator in different high risk water situations. Ulysséa took this information back to Brazil and developed the Sea Angels Brazil Institute.

The Sea Angels Brazil Institute offers programs which emphasize search and rescue and life guarding in high risk water situations. In addition they provide programs which teach children and teenagers boating and water safety procedures. Ulysséa pointed out that underdeveloped search and rescue teams, poor life guarding programs, lack of funding, lack of boating regulations and boating under the influence are major causes for the huge number of deaths from drowning and boating accidents in Brazil and other South American countries.

Ulysséa concluded his presentation with an overview of the current boating and water safety problems Brazil and other South American countries are facing and the strategies and goals for solving those problems. The goal is to develop a real boating and water safety program that will educate the people instead of just having an emergency system in place.

## **Connecticut: "Leaning" into the Future John Annino, Connecticut Department of Environmental Protection**

Connecticut: "Leaning into the Future," Connecticut's Boating Program has discovered Lean methods for program development and management that are becoming well known and widely accepted in government. Without compromising the integrity of their education program and offering a quicker more efficient way to boating certification, Connecticut is implementing a 73% reduction in effort. Utilizing 'Value Stream Mapping' and 'Key Performance Indicators' the Boating Division will streamline their program, eliminate waste, make better use of time and save funds while keeping high standards.

LEAN is a process improvement approach that identifies and minimizes wasted time, money and effort. Used by the Japanese for ages to command efficiency without compromising quality, Lean has been one of the cornerstones of success for corporations like Toyota.

It starts with a weeklong Kaizen Event with a pre-selected team to concentrate on the one topic that needs more efficiency. Kaizen in Japanese means 'Continuous Improvement.' There are no 'problems,' only 'opportunities for improvement.' During the Kaizen event, each step in the process must be examined. Every step in the process is color coded into the following categories: Value added, No value added, No value added but necessary, Waiting or in Transport. This roadmap allows you to see at a glance where the waste is and where improvements may be made. The team develops a one-year plan to implement the improvements. During this 'event,' team members immerse themselves into this topic only. Support from your agency and management is crucial.

The process of identifying where room for improvement exists is called 'Value Stream Mapping.' The DEP Boating Division realized that it was costing the same amount of money to educate 5,000 students in 2008 as it did to educate 15,000+ students in 1992 and 1993. The process involved a lot of transport of materials statewide. Improvement involved utilizing new technologies, taking advantage of parallel processes and changing some regulations to reduce the number of steps taken from start (registration of a student) to finish (certification of student) from 91 down to 24. That's a 73% reduction in steps taken.

Such changes will result in an annual savings of over \$165,000. It also allows DEP staff to be utilized in other

capacities therefore increasing the value of the agencies services to the public. An added benefit is received by the State's private education providers including the US Coast Guard Auxiliary and the US Power Squadrons because the DEP will cease teaching classes leading to certification. To date, 19 programs within the Connecticut DEP have undergone a Lean process and the Governor is interested in taking DEP's successes statewide.

## **Flooding and Its Impact on Public Safety "Lake Catherine Flood of 1990"**

**Bobby Pharr, Energy Arkansas, Inc.**

This presentation gave an overview of the 1990 flood on Lake Catherine which resulted in the flooding of over 200 lakefront homes and the overtopping of Rammel Dam when 12 inches of rain fell during a 6-hour period. Also discussed was the subsequent legal battle over flowage rights.

On May 18, a slow moving line of storms began affecting the City of Hot Springs dropping approx. 5-6" of rain saturating the soil. On May 19 as the front passed Hot Springs an isolated cell stalled directly over downtown. Light rain began to fall again at approx. 6 p.m. that night. During the 6 hour period between the hours of 8 p.m. and 2 a.m. the next morning, 13" of rain fell over downtown Hot Springs. Most of the water entered the lakes from Gulpha & Hot Springs Creeks. Hot Springs Creek runs under AR 7, know as Bath House Row of the Hot Springs National Park, for 2 miles entering Lake Hamilton just upstream from Carpenter Dam. Gulpha Creek flows directly into Lake Catherine. Lake Hamilton's water level rapidly rose 3 ½ feet.

Operators began opening gates at Carpenter Dam, eventually opening all 12 gates. Rammel Dam operators began opening spillway gates to match the flows from Carpenter Dam. Lake Catherine rose 23 feet at tailrace of Carpenter Dam and 14 feet at Rammel Dam. Rammel Dam was overtopped by 2 ½ feet causing the operators to evacuate the dam. Approximately 194,000 cubic feet per second flowed from Rammel Dam. Over 200 lakefront homes were flooded on Lake Catherine and 3 million dollars of damage was done to Entergy's facilities (dams & 500 Kv substation).

As a result of the flood, litigation was brought against the company. The case was brought originally in both state and federal courts but was combined in federal court, not as a class action, but as a "diversity" suit, as some plaintiffs and interveners were from other states.

Duty of federal courts in such cases is to ascertain as best it can the way the Supreme Court of Arkansas would decide the issues. Entergy filed a motion for summary judgment relying upon flowage easements reserved in the deeds/titles to property held by the suing landowners, the purpose of which was to dismiss the case as to all who had such easements, for damage occurring within the easements. Arkansas law recognizes flowage easements granting an occasional right to flood and submerge lands; as easement holder does not commit negligence in doing exactly what his easement permits.

Entergy had purchased these easements at certain levels above mean sea level, based on a study of "worst case scenario" conducted during construction and well before the lakeside property was heavily populated. Plaintiffs argued that these easements were null and void because they were "exculpatory" and against public policy, and because they violated a duty to "adequately protect lives and property" as required

by an Arkansas statute (which the Court ignored, finding it provided no duty not already contemplated, and provided a remedy only before the state Soil and Water Conservation Commission).

District Court entered partial (as to most landowners/property) summary judgment for Entergy, since the sole purpose for having the easements was to allow [Entergy] to flood the property, and doing so can't constitute an illegal interference with their property rights. An easement holder, said the courts, does not commit negligence in doing exactly what his easement permits. Some additional negligence must be shown (and none was, in the motion affidavits or at trial).

Any plaintiff whose damages resulted from flooding of land below the level covered by an easement was barred from recovery, even if the improvements on the property reached above the easement level and were damaged by water higher than that level. Plaintiffs argued that the flooding violated an Arkansas principle of law requiring mutual duties on the dominant and servient owners of easements not to harm the other. This, however, would void the right, title and interest purchased in a flowage easement.

After losing the appeal, remaining plaintiffs (those with lands above the easements, or on property having no easement) brought the case to trial.

Entergy defended on the basis that this was an "Act of God," and an unforeseeable, 1000-year weather event, and that it had done all it could reasonably have done to handle the massive amounts of water. Experts testified as to the meteorology and the hydraulics/management of the dams. The jury returned a defense verdict.

## **"Drought to Deluge, Managing Hydroelectric Projects Through Extreme Conditions"**

**Keith Bryant, Alabama Power**

Alabama Power Company's 14 hydroelectric projects serve a variety of competing interests including power generation, navigation, recreation, water supply, wildlife and fish habitat, commerce, etc. The extended and exceptional drought-of-record in 2007 and 2008, followed by record-setting rainfall and inflows in 2009 presented a variety of challenges in the management of these projects.

During the drought, company representatives held weekly conference call meetings with the FERC, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, Alabama Department of Conservation and Natural Resources and appropriate industry and municipal stakeholders. Meeting participants discussed current and forecast conditions and impacts, prioritized demands and uses for available water and decided on appropriate operations. Agencies provided timely consultation and the FERC expedited requests for variances from license requirements for reservoir levels and recreation releases, and for temporary emergency municipal water intake extensions.

The company managed flood conditions in cooperation with the U.S. Army Corps of Engineers projects upstream and downstream of company projects. Flows were managed to keep reservoir levels as low as possible and to minimize reservoir level fluctuations as much as possible.

**Waterways Management in Abu Dhabi,  
United Arab Emirates**  
**Salem Al Mehairi, Captain Waleed Khaled and  
David Marsh**

**Abu Dhabi Facts**

- Abu Dhabi is one of the 7 Emirates of the United Arab Emirates
- Closest neighbor to the north is another Emirate, the Emirate of Dubai
- Abu Dhabi is made up of over 200 islands
- Made up of 67,340 sq km of land and has almost 2000 miles of coastline
- Desert climate with an average rainfall of 46mm in 2008

**The Past**

- Abu Dhabi was historically a fishing village, with pearling being a major source of income until oil was discovered in the 1950's which lead to the first oil being exported in 1962
- The United Arab Emirates was formed in 1971
- In the past 40 years Abu Dhabi has seen an exponential rise in population as well as oil discoveries which by default has seen the shipping and recreational boating industries expand rapidly

**Rapid expansion**

- This is only one area of Abu Dhabi and it is projected to contain the following:
  - 4 separate developments
  - 9 Marinas
  - 1200 marina berths

**So what is the plan to regulate the waters of Abu Dhabi?**

- The Department has developed a full suite of maritime legislation including standards, policies and procedures. International best practice was gathered from countries such as the US, Canada, Singapore, New Zealand and Australia when drafting the legislative package.
- The Department has also developed a comprehensive implementation package for the legislation with a compliance strategy also being drafted to ensure for the smooth introduction of the new legislation.
- The Department is grappling with issues associated with the introduction of new legislation into a market that has been left relatively unregulated for years. A staged implementation scheme has been decided upon with the high risk issues being tackled first.

**Priorities – PWC**

- PWC initiative.
  - Complete PC campaign (TV, radio, print etc)

**Priorities – Recreational Vessel Operator License**

- All those operating a powered vessel must have a operator license.
- Recreational Vessel (incl PWC) operator license standard, competencies and syllabus have been developed.
- Expressions of interest from training organizations will be sorted in the coming months.

**Priorities – Risk Management**

- Risk assessment of all waters, beginning with high risk areas.
  - Risk based vessel operating and zoning rules to be applied following results of risk assessment.
- Signage and AtoN being standardized across Abu Dhabi with a local standard based on IALA being adopted for AtoN and a new standard for signage being developed and implemented.

**Priorities – Marinas**

- Standard for Marina Design and Construction has been developed.
- Marina management guidelines are being developed.

**In conclusion**

- There is a lot of work to go.
- The Department's top management and Abu Dhabi's Executive Council are completely supportive of the initiative.
- Time is not on our side and as such extra attention is being paid to get it right the first time.

**OMC Award Winner**  
**M/V Half Shell; Shipboard Program,**  
**Living Classrooms of the National Capital Region**  
**Captain Andrew Samworth**

Living Classrooms is pleased to be the winner of the Outboard Motor Corporation Foundations "TAKE 'EM BOATING" grant for 2010. The grant is administered by the National Safe Boating Council and awarded once a year.

Living Classrooms Foundation was established in 1985, when one hundred Baltimore-area school children embarked upon an exciting and creative hands-on learning project—building a full-sized working replica of a 19th century Chesapeake Bay puny schooner. Over the past 25 years, the foundation has grown from a single project serving 100 youth to a multifaceted non-profit organization that serves over 40,000 children and young adults per year with creative hands-on education, job-training, and maritime programs. At the heart of all Living Classrooms Foundation programming is the idea that hands-on learning techniques are effective and motivational teaching methods that inspire learning and lead to greater retention of information.

The Living Classrooms of the National Capital Region shipboard program has been in existence since 2001, serving over 2200 students each year from area schools with a focus on students that would otherwise likely not have an opportunity to boat. The program is run on a 1928 Chesapeake Bay buyboat, "Half Shell." Buyboats played an important role in the rich maritime history of the region.

When students arrive in the morning for a five hour trip on the boat, they participate in what we call the "respect talk" which addresses their own safety and raises awareness of their new surroundings. After donning a Type III life jacket they get aboard the vessel, where they receive a safety briefing from the captain. This includes a hands-on demonstration of how to don a Type I life jacket.

Once the boat is underway, the crew of four educators expose students to a variety of hands-on lessons including setting and retrieving a trawl net, identifying aquatic species, setting a plankton net and examining the catch under a microscope, taking a water sample from various depths and testing water quality, recovering a sample of the bottom using a "benthic grab" and exploring the various life forms that make up the benthos. Students also learn how to use a compass and plot the boat's position on a chart. Before returning to the dock, every kid gets an opportunity to take the helm and safely steer the vessel under the supervision of the captain.

Students and teachers agree that this is the best field experience they have been on. Kids regularly overcome fear of being on the water, and warm up to the idea of touching a fish. Teachers love that the kids are so engaged.

Funding for the program comes from a variety of sources including the upcoming Nations River Bass Tournament on May 26, 2010, at National Harbor, in Prince George's County, Maryland. Recent corporate sponsors include American Honda Motor Co.Inc., Cummins Chesapeake, ZF Marine, Recreational Boating and Fishing Foundation, US Fish and Wildlife Service, Volgenau Foundation, Mirant Mid-Atlantic, and PEPCO.

For more information about the program please visit our website: [livingclassroomsdc.org](http://livingclassroomsdc.org) or contact us: Andrew Samworth at [asamworth@livingclassroomsdc.org](mailto:asamworth@livingclassroomsdc.org) or Mari Lou Livingood at [mlivingood@livingclassroomsdc.org](mailto:mlivingood@livingclassroomsdc.org).

### **Water Safety Partnerships**

#### **Brian Westfall, Natural Resources Specialist, USACE**

The Corps of Engineers, DeGray Lake is dedicated to providing quality water based recreational experiences with the safety of our visitors held at the highest regard. With increasing visitation, ongoing budget and manpower restraints, this goal is increasingly difficult to attain. We realize that fostering partnership opportunities are paramount in helping meet our mission essential tasks. Partnering drives our water safety program. Professional relationships are the essential ingredient to saving lives on the water. For many years our water safety budget has been flat lined, yet our water safety programming efforts have doubled from previous years. Partnering has offered us the opportunity to provide comparable customer care relative to other agencies and Corps districts that have more resources. Our partners, to name a portion include the Little Rock District Corps of Engineers, Arkansas Game and Fish Commission, Arkansas Parks & Tourism, Daily Siftings Herald, Clark County Broadcasting Network, University of Arkansas, Iron Mountain Lodge and Marina, Hot Spring & Clark County Sheriffs, Lowes and Entergy.

Because of our partners, the project Life Jacket Loaner Program has expanded thanks to Lowe's as they donated a user friendly life jacket station. Corps of Engineers partners from throughout the Vicksburg District made the DeGray Lake Water Saturation Weekend extremely successful. Because of a longstanding water safety partnership with Arkadelphia's Daily Siftings Herald Newspaper, DeGray Lake is a safer place to work and visit. Entergy and the Arkansas Game and Fish Commission have been integral in the success of the Water Safety Billboard program. The power of water safety public service announcements has been realized by a tremendous radio partnership. The Clark County Broadcasting Network promotes water safety on four stations, in English and Spanish to over 14,000 listeners. The Spanish PSAs are provided by volunteer interpreters partnering for the cause. Cultural Diversity is paramount in promoting water safety. This important medium is provided by our partner, the Amigo News. Television Channel 50 KTSS in Hope, Arkansas partnered with DeGray Lake to produce water safety outreach that broadcasts to over 140,000 viewers. The Annual Water Safety Partnership Meeting, held in conjunction with National Safe Boating Week, is a combined effort to make DeGray Lake safer. Almost thirty promoters of water safety and law enforcement officers attend the annual meeting. Local water safety professionals including educators and law enforcement specialists gathered together to partner in making DeGray Lake a safer destination for our customers. The meeting was designed to establish protocol for search,

rescue and recovery, fires, weather and other water related emergencies.

The program is designed as a guide for water safety educators to build similar relationships at their projects. The presentation will provide examples and step by step procedures that are required to establish and maintain lasting partnerships.

### **Practical On-The-Water Training**

#### **Bob Sweet, National Education Officer, USPS**

The best way to help boaters safely handle their boats is to show them and let them practice on the water. However, on-the-water training has always been limited by several barriers. An approach that is effective in training large numbers of boaters has been developed and is in the process of being refined. This presentation provided a summary of how the barriers have been dealt with, and overviews the training process.

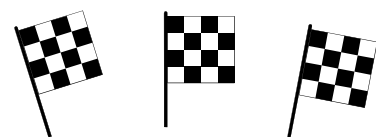
The first barrier has always been the lack of efficiency for on-the-water training. Typically, only a few students at a time can be accommodated on a training boat. The selected method rotates students between classroom and boats so while some are on the boat, others are learning other handling topics in the classroom. In that way, helm time is maximized for each student and they are trained in topics such as handling boats in challenging conditions that extend beyond the basic on-the-water exercises.

The second barrier has been boaters' lack of understanding how boats behave in the water and respond to the controls. Experienced boaters have traditionally learned by trial and error beginning as youth on small boats. They often do not truly understand the principles but have developed a "feel" for what works. Today's boaters often begin as forty-something adults on larger craft and no prior experience, and thus no feel for the boat. The selected approach combines comprehensive classroom pre-training with on-the-water practice to accelerate the learning process. This helps students "visualize" how the boat will behave and what maneuvers will help them achieve what they want. When they get to water, they are better prepared to reinforce these skills with hands-on experience.

The third barrier has been liability to the teaching organization. USPS utilizes volunteer instructors on borrowed boats. To deal with this situation, a tailored program was developed with USPS' insurance agent and underwriters to reasonably cover boats and instructors during the program.

The fourth barrier has been having enough trainers. USPS began by partnering with US Sailing adapting their extensive on-the-water program and instructor training to build a cadre of "master USPS instructors." Master instructors circulate around the country training regional and local trainers in the program.

The resultant training program, with the support of grant funding administered by the Coast Guard Office of Auxiliary and Boating Safety and the assistance of other boating organizations, will fully integrate classroom training, animations, video, refined on-the-water exercises, and will provide both instructor and student training materials which can be used by multiple organizations to reach a greater number of boaters.



## **Having Fun in Teaching Using Tried and True Tips from NSBW Campaign**

**Robin Freeman, USCG Auxiliary**

Robin Freeman, USCGAUX, presented and demonstrated teaching tips highlighted on the National Safe Boating Council's Campaign Activity Sheets web page. She demonstrated the "Life Jacket Fashion Show," and had members from the audience model the different styles of jackets. To show the importance of always wearing the life jacket, she used "Survive the Unexpected" activity sheet to illustrate how difficult and sometimes not possible it is to don a jacket in an emergency situation. Lastly, a rousing game of Boating Safety "Jeopardy"™ was played. The point of the training session was that teaching boating safety can be done in a fun and sometimes zany way, but that making people relax and laugh is a big key to learning and retention.

## **Permitting & Public Safety (Round Table Panel)**

This presentation was a panel discussing the following safety topics associated with the management of the lands and waters at various hydroelectric projects. Heather Campbell with FERC facilitated the panel discussion.

### ***"Hunting on Project Waters"***

**Blake Hogue, Entergy Arkansas, Inc.**

Entergy Arkansas worked with the Arkansas Game & Fish to develop special hunting regulations to mitigate conflicts between hunters and lakefront property owners.

### ***"Camping and ATV Use on Project Lands"***

**Bill Glisson, Georgia Power**

Georgia Power has extensive experience in managing the impacts of camping and ATV with and without permission from the licensee.

### ***"Electrical Safety on Docks"***

**Mark Jordon, AmerenUE**

AmerenUE is the owner and operator of the Bagnell Dam at the Lake of the Ozarks in Missouri. The project is licensed by the Federal Energy Regulatory Commission (FERC) under Project Number 459.

One of the many requirements under the project license requires the Licensee AmerenUE to develop a permitting program for certain activities allowable under the license such as boat docks. AmerenUE's dock installation guidelines have always required the electrical installation on the dock to meet or exceed the National Electric Code but the inspection thereof was lacking.

The local authority responsible for inspecting all electric installations for buildings and other structures around the Lake of the Ozarks are six different Fire Districts. In 2008, AmerenUE worked with those Fire Districts to develop a program lake wide to ensure the electric wiring on boat docks was being installed according to code.

Some of the highlights from the program included:

- The Fire Districts developed standard electric drawings for boat docks
- The Fire Districts developed standard inspection practices
- The Fire Districts coordinated their efforts to ensure a seamless implementation of the program

• AmerenUE integrated the Fire Districts Program into its Permitting Process by:

1. Adding the boundaries of each Fire District to AmerenUE's GIS Mapping
2. Identifying the responsible Fire District for each boat dock permit issued
3. Providing the corresponding Fire District with a copy of the boat dock permit
4. Working with the Fire Districts by suspending and or revoking boat dock permits for non-compliant electric installations

AmerenUE's partnership with the Fire Districts and the development of this program has been very successful. As a result of this program, the number of electrical contact incidents has continued to decline at the Lake of the Ozarks.

## ***"Lessons Learned from Drought Condition and Flightseeing"***

**Dave Evans, Santee Cooper**

Severe drought conditions in 2007 and 2008 caused Santee Cooper to realize that it was not properly prepared legally to confront the issues associated with the extremely low water conditions that existed systemwide. Of the roughly 160,000 flooded acres that normally exist at full pool, approximately 1/3 was exposed leaving historical artifacts, undocumented graves and personal property exposed to curiosity and, in some cases, vandalism.

After futile attempts to invoke a trespassing statute, it was determined that since Santee Cooper is a state-owned utility that, its lands are open to the public as are its waters. If the public had access to the water, why could not the public have free access to the soil beneath the lakes also? Not until the State Archeologist objected and invoked a statute preserving artifacts did treasure seekers and intermittent damage to personal property diminish.

The drought is only a distant memory. Unfortunately, the South Carolina legislature did not learn its lesson, since no law has been enacted to prevent trespass when such recurrent conditions appear in the future. Santee Cooper must approach the lawmakers in the interim to ensure the property is protected.

The second brief topic discussed was the informal application made by an entrepreneur to operate a commercial aerial sightseeing service in the immediate vicinity of Interstate Highway 95. His take-off and landing area was very near the crest of I-95 as it crossed one of our reservoirs. It was believed by Santee Cooper and the South Carolina Dept. of Transportation that such an occurrence would be too distracting for motorists on I-95. To avoid this conflict Santee Cooper made an alternative site available, but negotiations have stalled.

## **Coast Guard Maritime Authority and Jurisdiction W. Scott Pierce, USCG**

Topics for this presentation included a brief overview of US Coast Guard federal authority and jurisdiction. Also included was a detailed diagram showing delineations of internal, state, and federal waters and which laws fall within which waters. The presentation was wrapped up with a brief overview of the Coast Guard's fellow Department of Homeland Security agencies, Customs and Border Protection (CBP) and Immigration and Customs Enforcement (ICE).

**Social Marketing:  
A Campaign for Changed Behavior  
Joe McCullough and Meagan Piersma,  
Alaska Office of Boating Safety**

Millions of dollars have been invested in safety messaging across the country encouraging boaters to wear their life jacket. Yet, the national wear rate has remained consistent. There have been numerous campaigns ranging from "You're in Command" to "Wear It," but there has been little documentation of their effectiveness.

In the spring of 2009, the Alaska Office of Boating Safety contracted with a social marketing firm to establish a campaign focusing on the highest risk group – adult males – and develop messages that, based on research, would change behavior.

The first part of the campaign which has already been completed utilized focus groups throughout the state made up of the intended audience. These groups were asked about their willingness to wear a life jacket and what messages would impact their wearing them more often. The responses as to if they wore life jackets were not surprising- ranging from it won't happen to me, I can swim, life jackets are too bulky or they are for inexperienced boaters. What was surprising was what the groups said would (or wouldn't) affect their behavior. The respondents almost unanimously said guilt would not work, but that real-life stories would. Most did not want to be told what to do or be given statistics. Some said peer pressure, especially from family members, would have an impact on their decision to wear a life jacket. They didn't, however, feel that role modeling by national celebrities would change their behavior. Instead, they said they were more likely to make a change based on anecdotes from real people like them.

Using the findings from these focus groups the social marketing firm developed several messages for television, radio and print and showed them to the same focus groups to determine if these messages would cause a change in behavior.

The Office of Boating Safety and the contractor also plan to disseminate the messages throughout the state this upcoming boating season and compare older wear rate studies with one set to be done during the 2011 boating season.

This presentation went over the process that was used to develop the campaign and solicit interest in the focus groups. We also unveiled the campaign messages that are planned for this upcoming season.

## **LUNCH AT DAYTONA LAGOON**

### **Guest Speaker and Presentation:**

#### **THE COMMODORE PROJECT**

**Terrence N. Tysall, Amy L. Giannotti, and Robert E. Ogoreuc**

Built in 1882 in Philadelphia, PA, the Commodore sailed as a tug-style steamship in the New York area. In 1895, it went south on filibustering expeditions, or acted as a gunrunner to Cuba during the Spanish-American War. After a few successful trips, on January 2, 1897, she sank under somewhat mysterious conditions, 12 miles off the coast of Daytona Beach, FL. One of her crew members was the famed Hearst correspondent Stephen Crane ("The Red Badge of Courage"), and his ordeal in getting to shore, after spending 30 hours in a 10-foot dinghy with three other men, led to his writing of the famous short story "The Open Boat." The presentation gave a historical outline of the Commodore and the expedition that occurred in

mapping and collecting data from the wreck site which rests in 75 feet of water off the coast of Daytona Beach, FL.

In the early 1980s, Elizabeth Friedmann, a professor of English at Jacksonville University, became interested in the whereabouts of the Commodore shipwreck. She contacted well-known Daytona Beach diver Don Serbousek to see if he would be interested in searching for the ship. By coincidence, he had already been diving at a wreck site some 12 miles off the Florida coast that had a cargo of Remington rifles and other items that matched the Commodore's manifest for her last voyage. Archaeological investigations have confirmed that the site is indeed the Commodore. An exhibition concerning the filibustering ships and featuring artifacts from the Commodore is currently on view at the museum.

In 2002, the Cambrian Foundation formed a team of divers, videographers, and an archaeologist to perform a survey and document artifacts remaining on the wreck site. A team of high school students from Virginia assisted with every facet of diving operations and learned hands-on about maritime archaeology, oceanography, US History, physics, coastal ecology, etc. The Cambrian Foundation returned in 2003 with an ROV (remotely-operated vehicle) as part of another phase of the expedition. All artifacts recovered remain on display at the Ponce Inlet Lighthouse Museum.

## **AFTERNOON EVENTS AND BREAKOUTS AT DAYTONA LAGOON**

### ***Testing Methods to Approve a Coast Guard Approved Life Jacket – Scott P. Swanby***

The different methods and techniques to achieving Underwriters Laboratory (UL) listed and Coast Guard approved product were discussed. Some of the performance characteristics tested by Underwriters Laboratory to evaluate the effectiveness and reliability of a product include buoyancy, distribution, turning, free board, face plane angle, body torso angle, and tensile strength. It was pointed out the performance requirements for inflatables are significantly higher than for inherent buoyant devices approved for the same applications. Manufacturers make PFD's as wearable as the performance requirements will allow. With the best of intentions our regulations and standards have emphasized effectiveness and reliability to the extreme. All components and designs must go through tremendous testing and review to ensure a near fail-safe level of compliance.

### ***New Techniques for Paddlesports Rescues (Kayak Safety Skills and Techniques) – Jeremy Oyen and Chris Stec, American Canoe Association***

Safety while paddling is important to everyone. Knowing how to rescue yourself and others is an essential skill for all paddlers. Jeremy Oyen (ACA Safety Education and Instruction Director) along with the newly certified instructors from the International Boating and Water Safety Summit pre-conference workshop (Erika Nighswonger, Joe McCullough, Megan Piersma, Kim Jackson, Steve Verchinski, Dave Lumian) presented this on and in-water workshop to allow conference attendees the opportunity to not only see how the techniques for rescue have changed over the recent years but also to give them the opportunity to rescue and be rescued at the Daytona Lagoon.

The preferred method of rescue in both canoes and kayaks has become the "Heel Hook" method. This method allows

the rescuer to utilize the buoyancy of the craft to assist the swimmer back into the boat with considerably less effort. The Heel Hook method has garnered great support in the paddling community due to the increased success rate for paddlers of all ages, sizes and ability levels. For more information on this method of rescue, go to [www.americancanoe.org/resources](http://www.americancanoe.org/resources).

***First Responders in Life Jackets: Using the Line Reel and Rescue Chain – Robert E. Ogoreuc, Brian Davidson, Mike Ulrich, Adam Katchamarchi and Jerry Craddock***

This session gave an overview of two rescue skills taught to first responders in open water rescue. 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 water rescue were discussed which are:

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

The lifeguard must be able to recognize that a person is in a distress situation and respond by activating the emergency action plan, selecting the proper rescue equipment and approach to the person in distress. In regards to the rescue chain sequence, which utilizes multiple rescuers linking up to transport a person in distress back to shore, the first rescuer that approaches the victim will use a quick reverse and establish contact and control, the second rescuer then approaches the first rescuer and the victim and presents their RFD to the first rescuer. The second rescuer is now the lead swimmer. With the addition of a third rescuer, they will present their RFD to the second rescuer, thus increasing the length of the rescue chain and allowing more rescuers to provide assistance moving the person in distress back to shore.

The line reel demonstration illustrated the use of the line reel and breakaway rescue lifejacket. This rescue technique allows the rescuer to be tethered to the shore, establishing a link between the in-water rescuer and the shore-based rescuers. This use of the line reel and breakaway lifejacket provides additional buoyancy and a secure anchor point. This technique is used in the New Jersey State Police Open Water Rescuer Course for First Responders and many South Jersey Beach Patrols.



***The 14th Annual International Boating and Water Safety Summit Team and its attendees say THANK YOU to the Owners and Staff of Daytona Lagoon.***



## **Stand Up Paddleboard**

**Eddie Toy, Ocean Extreme Sports, St. Augustine**

### **The “Right” Life Jacket: Life jackets and their role in protecting the individual participating in a recreational boating and/or water activity**

**Gary Owen, Brian Davidson, Mike Ulrich, and Jerry Craddock**

We were able to give the pool side presentation and demonstration twice at the 2010 Summit in Daytona, once in the morning and then again in the afternoon. This provided the summit participants the ability to attend at least one of the sessions. Both sessions were well attended with many questions generated from the presentation. The focus of the pool side presentation was to provide professionals with the knowledge to take back to the public on “How to Choose the Right Life Jacket.”

We selected a wide range of life jackets for a wide variety of water recreational uses, such as riding PWCs, canoeing and kayaking, water skiing and wake boarding, sailing, fishing, hunting and wind surfing. We addressed the physical features of the different life jackets, such as having adequate zippers, straps and snaps to properly hold the life jacket securely to your body. The buoyancy capabilities of the different life jackets were discussed. Does the life jacket provide adequate floatation for the water type you are operating in? Will the life jacket float you adequately and protect you from wave splash? We addressed the importance of the dependability of the life jacket for the water recreational use. Will the life jacket do its job when you need it? It is important to understand that different life jackets were not designed to be used in certain water recreational uses.

The importance of comfort of the life jacket might make the difference to the user to wear or not to wear. Proper fit and sizing of the life jacket could make the difference between life and death. It is imperative that when wearing your life jacket it will not interfere with your ability to perform the intended water recreational activity. We addressed the customization of your life jacket for water recreational use by adding such items as safety whistles, a rescue knife, reflective tape, compasses and/or an emergency light.

We discussed the necessity to properly care for your life jacket to ensure that it will do its job when needed, to “save your life.” Life jackets need to be cleaned and dried after each use. This will protect your life jacket from rotting damage. Life jackets should be properly stored away from the sun to avoid sun rot.

Some life jackets will provide users cold water immersion protection and others will not. A life jacket with cold water immersion protection is extremely important when you find yourself in the water for a period of time.

The industry does a tremendous job providing the water recreational user a great variety of life jackets designed for specific water recreational uses. The water/boating safety professionals must have the knowledge of the life jackets to properly educate and advise the water recreational users on how to select the “Right” life jacket.

## **ICURR Cave Rescue and Recovery Team**

**Robert E. Ogoreuc**

The International Underwater Cave Rescue and Recovery (IUCRR) is an all-volunteer, not for profit organization. The mission of the IUCRR is to support all Public Safety Agencies in the rescue and/or recovery of victims in an underwater environment (with Overhead Obstruction such as caves, caverns, and mine shafts, etc.). The IUCRR team consists of Regional Coordinators who have the responsibility to assist law enforcement agencies at their request with the rescue and/or recovery of divers who have entered an underwater overhead environment, and have not returned within their allotted dive time. Each Regional Coordinator is responsible for maintaining a current list of qualified recovery divers in their area. IUCRR divers must be certified by a recognized cave diving organization to dive in underwater overhead environments, and attend an IUCRR course before being placed on the call out list for rescues/recoveries. Divers must be qualified to dive in the environments involved before they are put to use by the law enforcement agencies.

At the 1982 NSS-CDS (National Speleological Society – Cave Diving Section) Cave Diving Workshop, held in Branford, Florida, the executive committee authorized the organization of a Cave Diving Recovery Team to be made available for law enforcement agencies that are affected by cave diving type accidents. They acknowledged the quality and credibility of such a recovery team and realized the importance of it being controlled by a law enforcement agency. To make available a qualified recovery team for local law enforcement agencies and maintain a uniform procedure that is acceptable to each agency, the NSS-CDS requested the following:

1. Program Coordinator
2. Instruction seminar
3. Call out list
4. Method for immediate response

The NACD (National Association of Cave Divers) also created an almost identical process, and the instruction seminar created was used by both cave diver certification agencies. The team of divers grew successfully in numbers and its expertise. All team members were formally trained as a rescue and recovery diver specialist. The team consisted of NSS-CDS and NACD divers.

In January 1999, the Board of Directors for the NSS-CDS and NACD elected to remove Rescue and Recovery Team from one particular cave diving organization and allow it to be established as a bipartisan program to be under the joint auspices of the NSS-CDS, and the NACD, and other cave diving agencies. The intent of this move was to eliminate duplication, create harmony between the cave diving agencies, provide for a single-point of contact for public safety agencies, and to have a single point for consolidation of accident reports, and provide accident analysis services for the benefit of all underwater overhead divers.

The IUCRR is governed by a Board of Directors and Law Enforcement Oversight Board (LEOB). The Oversight Board consists of Law Enforcement Officers that are Certified Cave Divers and trained in the management of a rescue and recovery operation. The organization has a worldwide resource list of volunteer trained rescue/recovery divers.

## **Coast Guard Maritime Law Enforcement Training, Boarding Procedures, and Boating Under The Influence Enforcement Overview**

**W. Scott Pierce, Gary Owen, Richard Moore, and Walter Hodgkiss**

This topic was presented as an interactive forum in which federal (US Coast Guard) and state (Ohio & Iowa Dept of Natural Resources) policies were introduced and compared. Also included was a presentation on the dangers associated with alcohol abuse on the water and how state & federal BUI cases are processed. The audience of approximately 40 was then broken into three smaller groups and impairment simulation goggles ("beer goggles") were distributed so "subjects" could witness firsthand the difficulty with performing ashore field sobriety tests while intoxicated.

## **Rowing Instruction and Safety** **Michelle Zaloom and Willie Black**

Learn-to-row and discussion of rowing safety.

## **Incident Command, Where Communication is Key! Expect the Unexpected**

**Bob Ogoreuc and Mike Ulrich**

This presentation was given on the topic of emergency management. The goals of the presentation included how to mitigate and manage vulnerabilities to hazards and then create a plan to react as quickly as possible in order to save lives, prevent injury, and reduce property loss.

An overview was given of the Incident Command System and critical elements that need to be addressed for effective scene management. Those elements include: ICS fundamentals, Unified Command, Incident / Event Assessment & Incident Objectives, Planning Process, Incident Resource Management, Demobilization, Transfer of Command, and Closeout Procedures.

It was stressed that all emergency action plans should be understood, practiced, and evaluated. The roles and actions of team members need to be discussed so everyone is prepared during an emergency. Such plans should be included in all facility policies and procedure manuals. It is a critical piece for all employee orientation.

When developing such EAP's (Emergency Action Plans), attention must be given to facility design, equipment, staffing, communication, as well as all post emergency procedures. It is also important to identify the equipment needs for different emergencies. It is imperative that all stay updated on current rescue technology.

Special consideration must be given to the responsibilities of various team members. Knowing who is responsible for commanding the scene as well as the other various roles must be prepared ahead of time. The subsequent actions that are taken once an emergency exists should be well thought out and practiced. Activating the EAP, following rescue protocols, notifying the chain of command, interviewing witnesses, recording and reporting, replacement of equipment and the debriefing at the end, are all critical pieces to successful emergency management. All must be prepared.

Communication is the key to successful incident command operations. Being able to listen and respond appropriately is of utmost importance. These skills need to be discussed and practiced in order for successful execution to

occur. A designed public information officer should be the only one who communicates to the media in such incidents. The process of emergency management is critical to being able to successfully handle "the unexpected!"

## **Developing Partnerships with Government Agencies to Build a Public Sailboat Marina/Sailing Center with Private Funding and Volunteer Hours**

**Victor Ricks, Dick Armstrong, Jim Spurgeon and Margaret Spurgeon**

The Alum Creek Sailing Association (ACSA) partnered with the U.S. Army Corps of Engineers and the State of Ohio, Department of Natural Resources to build a public, sail boat only, marina. The project was over 20 years in the making, until both public users and government developed a trusted partnership. This beautiful new marina is located on Alum Creek Lake in Central Ohio and includes 135 docks, a catamaran beach, walking trails, modern restrooms, and a public shelter house for training and meetings.

This presentation described the process from its inception; through many long negotiations and approvals; discovering and fulfilling regulation challenges; financing efforts; building the docks; restrooms; catamaran beach and training shelter; clearing the land; to the final completion.

The presentation was introduced by Victor Ricks, Ohio Department of Natural Resources who described the creation of the partnership between the Alum Creek Sailing Association, the State of Ohio and the U.S. Army Corps of Engineers. This partnership enabled the ACSA to begin the long process of planning, funding, and building the docks.

Dick Armstrong, a member of the ACSA, the Ohio Safe Boating Council and an active member of the team who worked diligently for several years to make the marina a reality. Dick became the project recorder and filmed the marina development over a six year period from ground breaking to the final construction of the shelter house. His presentation consisted of a condensed 15 minute film of the project.

Jim Spurgeon, also a member of the ACSA and the Ohio Safe Boating Council, was the lead ACSA member responsible for oversight of all facets of the marina development. Jim presented a PowerPoint presentation detailing the project from inception to completion.

The project CD and PowerPoint presentations were distributed to the presentation participants.

## **Kiteboarding and Kite Surfing Demos/Training/ Safety Information**

**Paul Beiderwell, 1st Coast Kiting**

## **Aquatic Spinal Injury Management**

**Bob Ogoreuc, Mike Ulrich, Brian Davidson, Jerry Craddock and Adam Katchmarchi**

This presentation allowed the participants an opportunity to learn various methods of turning and supporting individuals with suspected spinal injuries in the water. The following techniques were discussed:

In water cervical immobilization (c-spine) techniques: Head Splint, Head Chin Support, Hawaiian Method, Standing Take Down. In-water back boarding demonstration were performed to show the proper way to extricate an individual with suspected spinal injuries

Course audience was comprised of water rescue personnel, marine law enforcement personnel, marine equipment retailers and some general public.

An overview of the rescue process included: the recognition and importance of the alert and the information that comes in with it, and the importance of ascertaining the location of and number of victims so a rescue team can be prepared.

The c-spine immobilization technique presentation was done poolside followed by a demonstration, which was performed in the pool with all attendees being in good view.

The following techniques were demonstrated:

The basic maintain c-spine maneuver - with victim face up and rescuer tending or holding c-spine of victim.

The Hawaiian - with victim face down in water and one rescuer, while maintaining c-spine and spinal alignment rotates victim to a face up position. While this technique may look simple to execute, experienced, well-trained rescuers should only attempt this technique.

Both of these techniques were completed with a backboard being slid underneath victim. \*Important to note, securing head area to backboard after body has been secured.

The take down technique was demonstrated at poolside. This approach would be used for a victim who has been injured and may report to a lifeguard station complaining of injuries. While victim is standing, the first rescuer takes and maintains c-spine control. The second rescuer aligns backboard firmly to victims back and in unison and while maintaining control of c-spine the victim is tilted on to back and then secured to board for transport.

For more information, contact the National Water Safety Congress: director@watersafteycongress.org, 440.209.9805.

### **Inflatable Life Jacket Education Kit** **Fred Messmann and Rachel Burkholder**

The overall goal of this project is to reduce recreational boating casualties based on the Strategic Plan of the National Recreational Boating Safety Program 2007-2011. Our immediate goal is to educate the boating public by addressing the lack of knowledge and understanding of inflatable life jackets and their benefits to boaters.

The basic initiative components include the design, production, and distribution of an educational video stressing inflatable life jacket wear and related safety messages. We will also produce and distribute an Inflatable Life Jacket Education Presentation Kit. We will continue to promote the pre-existing "Wear It!" campaign identity package, coordinate an outreach program with large organizations, and begin to develop new ideas and incorporate them into the initiative.

The Inflatable Life Jacket Education Kit contents are as follows:

- Tote Bag
- 1 inflatable suspender-style life jacket
- 1 inflatable belt-pack life jacket
- Approx. 3 extra cartridges for each life jacket to re-arm and re-demonstrate
- 1 Table-Top Flip Chart (hard copy and PDF format)
- 1 11"x17" Lenticular poster
- Inflatable Life Jacket Educational Video, (6:25)
- 1 USB Flash Drive
- Digital Inflatable Life Jacket educational information
- "Wear It!" logo in .jpg format
- Inflatable Life Jacket :15 spot

- Florida FWC Law Enforcement Training Video, "Life Jacket Policy" (7:12)
- Four posters: Worn Out, Inflate Deflate, Within Reach, Wear It Right
- Inflatable life jacket check sheet

We plan to distribute the kit through the following venues: the 56 States BLA or Education coordinator, the RBS Specialists in each USCG District for shared use with USCGAUX within the districts, the U.S. Power Squadrons, each district to share within districts, and the US Army Corps of Engineers, each district for sharing.

### **Federal Carriage Requirements for Recreational Vessels**

**W. Scott Pierce**

The purpose of this presentation was to display and describe boating safety equipment which is federally required to be onboard recreational vessels. A mobile training kit was supplied by the National Safe Boating Council with all the necessary equipment. Necessary safety equipment for all recreational vessels includes, but is not limited to, life jackets (wearable and throwable), sound producing devices, fire extinguishers, and visual distress signals.

### **AWARDS BANQUET**

*The Awards Banquet is sponsored in part by Boat Ed.*

Announcement of Poster/PSA Winners – Contest Facilitator Eugene Goff, USACE – *See the complete list of winners on page 27.*

Medals were awarded to the four IBWSS Olympics teams: North, South, East and International – *See the inside cover for exciting photos from the competition.*

Prize Drawings – Thank you to our exhibitors and partners for their donations to the door prize drawings.



# ■ ■ ■ NSBC AWARD WINNERS ■ ■ ■



Andrew Samworth accepts the OMC "Take 'em Boating" Grant Award on behalf of Living Classrooms of The Greater Capital Region from Veronica Floyd, NSBC Chair.



Veronica Floyd (far left), NSBC Chair, and Virgil Chambers (far right), NSBC Executive Director, present Officer Walter Hodgkiss (right), Cindy Bellar (center), PI & E manager, and Chief Pam Dillon (left) of the Ohio DNR – Division of Watercraft with the Alcohol Awareness Impact Award.



Veronica Floyd (far left), NSBC Chair, and Virgil Chambers (far right), NSBC Executive Director, along with sponsor BoatU.S. representatives Amanda Suttles (left) and Ted Sensenbrenner (right), present Chris Stec (center) of the American Canoe Association with the Boating Safety Youth Program Award.



Tim Smalley received the NSBC Boating Safety Hall of Fame Award and gold pin from Veronica Floyd.



Virgil Chambers receives the Hall of Fame gold pin from Veronica Floyd.



Virgil Chambers, NSBC Boating Safety Hall of Fame recipient.



William "Griz" Griswold presents Pam Dillon, Chief Ohio DNR - Division of Watercraft, with the Silver Schooner Award.



NSBC Boating Safety Hall of Fame Recipients (l to r): William "Griz" Griswold, Tim Smalley, Carolyn Belmore, Pam Dillon, Everette Tucker. NSBC Past Chairs (l to r) William "Griz" Griswold, Mary Law, Pam Dillon.

# ■ ■ ■ **NWSC AWARD WINNERS** ■ ■ ■

## **Region One:**

**Brian Davidson, Vice President**

### **Awards of Merit:**

Bob Wattenschaidt, Alum Creek Lake, USACE

Pittsburgh District, USACE

Adam Prokop, Ohio DNR,

Division of Watercraft

Wanda Butts, The Josh Project

Mentor Fire Department

Dive Rescue Team

Rebecca Byrge, Caesar Creek Lake,

USACE

### **Letters of Commendation:**

Dick Armstrong, Volunteer, USACE

James P. Muldoon, St. Brendan

Philip Pfeffer, Boy Scouts of America,

YMCA, Spirit of America

Alum Creek Ranger Staff,

Alum Creek Lake, USACE

Victor Ricks, Ohio DNR,

Division of Watercraft

Michael Ulrich, Mentor Fire Department

## **Region Two:**

**John Punkiewicz, Vice President**

### **Awards of Merit:**

Dennis Franks, Quincy Rangers,

Lock & Dam 21, USACE

Donald Bardole, Mississippi River Visitor

Center, Lock & Dam 15, USACE

Eldon Bird, Mississippi River Project,

USACE

Keith Koeman, Ottawa County Sheriff's Office

Lake Shelbyville Water Safety Task

Force Team

### **Letters of Commendation:**

Clint Adams, Jason Finney, Gary

Garretson, Carl Hoyt Jr.,

Harvester Bass Club

Phil Petersen, Iowa Great Lakes

Water Safety Council

## **Region Three:**

**Ernie Lentz, Vice President**

### **Awards of Merit:**

Center Hill Lake Park Rangers, USACE

B-100 WQXB Radio Station

USCG Aux. Flotilla 8-1

Officer Jonathan Fank, Selma Police Dept.

Safe Kids Northeast Florida

Grenada Tourism & Thunder on the

Water Planning Committee

### **Letters of Commendation:**

Donald Baker, USCG Aux. Flotilla 8-1

Jeremy Oyen,

American Canoe Association

Thomas McKoon, USCG Aux. Flotilla 8-1

Frank and Hillary Smith, Gil Page,

Jim Sislow, Mississippi Spirit of America

## **Region Four:**

**Alan Bland, Vice President**

### **Awards of Merit:**

Sherry Kelley, Noalmark Broadcasting

Dan Marsh, Daily Siftings Herald

Mark Martin, NASCAR

Pam Herrin, Vicksburg District, USACE

### **Letters of Commendation:**

B. J. Parkey and Mark Boling,

Tulsa District, USACE

Steve Sells, SEMO Water Safety Council

Lyndle Crownover, Doug Small, and

Chris Majors, Arkansas Game & Fish

Cpl. Mike Story, Cpl. Ron Davidson, and

Officer Mike Shamoon, Arkansas Game & Fish

## **Region Five:**

**Ed Huntsman, Vice President**

### **Awards of Merit:**

Jim and Carol Allen, Arizona Boating

and Watersports Magazine

Forever Resorts

Ed Swift, Drowning Prevention Coalition of Arizona

## **Region Six:**

**Ed Huntsman, Interim Vice President**

### **Awards of Merit:**

Ryan Lott, Montana Fish, Wildlife & Parks

Brad Tribby, Montana Fish, Wildlife & Parks

Mike Gladhart, Clearwater County Sheriff's Office

### **Letters of Commendation:**

Larry Cox, USCG Aux. Flotilla 54

Leroy Bentley, Oregon State Marine Board

## **Region Three Award:**

Norman R. (Rusty) Gardner Jr.,

USCG Aux. Flotilla 14-5

## **Region Four Award:**

St. Louis District Water Safety Team, USACE



**The President's Award Winner – Wayne Stogsdill**



**Lifetime Achievement Award Winner – Emily King**



**National Award Winner – Julie Richardson with her sons**



## **Region Five Award:**

Paul Newman, USCG (pictured left)



**Region One Award: Cold Water Boot Camp and Beyond Boot Camp: The 3 R's - Rescue, Recover, Rewarm**

# ■ ■ ■ 2010 MEDIA CONTEST WINNERS ■ ■ ■

## Categories:

Giveaways/Handouts; Posters/Signs; Booklets/Brochures; Audio PSAs; Video PSAs; 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:

Patricia Uchil, Chief Operations Officer, The Uchil Group - Strategic Consulting Organization  
Kelly Thomas, U.S. Army Corps of Engineers, Portland District  
Pam Doty, U.S. Army Corps of Engineers, St. Louis District

## 82 Entries were reviewed and selected from.

## Winners:

### *Giveaways/Handouts:*

**1st Place:** Kansas Department of Wildlife and Parks, Office of Boating Education  
Piggy Bank with "Wear It!" Life Jacket and "Saving Lives" messages and graphic on the bank.

**2nd Place:** Ohio Department of Natural Resources Division of Watercraft  
"Get On Board with a Sober Boater" message on a decal.

**3rd Place:** Ohio Department of Natural Resources, Division of Watercraft  
"Get On Board with a Sober Boater" message on a pledge card.

### *Posters/Signs:*

**1st Place:** California Department of Boating and Waterways  
"If it is Your Boat, It is Your Responsibility" message on a poster.

**2nd Place:** Ohio Department of Natural Resources, Division of Watercraft  
"Get On Board with a Sober Boater" message on banner including the pledge to adhere to the message.

**3rd Place:** U.S. Army Corps of Engineers, Pittsburg District  
"Wear It!" message on a banner.

### *Booklet/Brochure:*

**1st Place:** American Canoe Association  
"Canoeing and Kayaking for People with Disabilities" instructors' booklet.

**2nd Place:** Utah State Parks  
"The Basics of Marine Radio Use" brochure.

**3rd Place:** American Canoe Association  
"Cold Water Survival" brochure in Spanish and English languages.

## *Audio PSA:*

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

Title: "Winners Wear Life Jackets" safety message.

**2nd Place:** U.S. Army Corps of Engineers, Wappapello Lake, St. Louis District and South East Missouri Office, Regional Water Safety Council

Title: "It Only Takes 10 Seconds to Buckle Up" safety message.

**3rd Place:** U.S. Army Corps of Engineers, Grenada Lake, MS, Vicksburg District

Title: "Radio Game Show" with multiple Water and Boating Safety messages during the question and answer session.

## *Video PSA:*

**1st Place:** Department of Public Safety, Oklahoma Highway Patrol, Lake Patrol Division

Title: "BUI-DUI" message and consequences if a person participates with drinking alcohol and operating boats.

**2nd Place:** Lower Colorado River Authority

Title: "Life Jacket" and "Wear It Texas" message in Spanish and English languages.

**3rd Place:** United States Coast Guard, Jacksonville, FL Station

Title: "BUI – Stay Alive" message.

## *Electronic Education:*

**1st Place:** United States Coast Guard, Safe Boating Division  
Title: "Rental Boat Safety" safety education and messages on DVD.

**2nd Place:** Alaska Department of Natural Resources, Division of Parks and Outdoor Recreation, Office of Boating Safety  
Title: "Boating Alaska" safety education on DVD.

**3rd Place:** American Canoe Association

Title: "Life Jackets Float, Do You?" safety education on DVD.

## *Special Category Education:*

**1st Place:** U.S. Army Corps of Engineers, National Water Safety Project Delivery Team

"Don't Flush Your Life Away" message and artwork of Life Jacket on rubber mats are available to be placed in restroom urinal stations.

**2nd Place:** U.S. Army Corps of Engineers, Wappapello Lake, MO, St. Louis District

"Safety Rocks" messages and games printed on food tray liner utilized at McDonald's Restaurants.

**3rd Place:** U.S. Army Corps of Engineers, Lower Granite Project, WA, Walla Walla District

"Families Against Drownings" (FAD) message by using human look alike cutouts/stand-ups wearing Life Jackets to promote safety. The wooden or plastic human designs can be placed or setup about anywhere to promote/remind people to wear their Life Jackets.

# ■ ■ ■ SUMMIT POLLING 2010 ■ ■ ■

## 1. I think the Washington Nationals will win the World Series this year.

Yes	8	20.51%
No	31	79.49%
Totals	39	100%

## 2. Have you participated in this interactive polling before?

Yes	19	50%
No	19	50%
Totals	38	100%

## 3. What is your favorite season?

Spring	11	28.21%
Summer	7	17.95%
Fall	19	48.72%
Winter	2	5.13%
Totals	39	100%

## 4. My favorite snack is: (Choose all that apply)

Chips	16	18.18%
Cake	13	14.77%
Cookies	20	22.73%
Pie	13	14.77%
Fruit	13	14.77%
Other	13	14.77%
Totals	88	100%

## 5. What is your gender?

Male	30	76.92%
Female	9	23.08%
Totals	39	100%

## 6. I am between the ages of:

16 – 19	0	0%
20 – 29	4	10.26%
30 – 39	9	23.08%
40 – 49	6	15.38%
50 – 59	13	33.33%
60 and above	7	17.95%
Totals	39	100%

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

American Indian or Alaska Native	3	7.69%
Asian	0	0%
Black or African American	1	2.56%
Native Hawaiian or Other Pacific	0	0%
White or Caucasian	35	89.74%
Other	0	0%
Decline to Answer	0	0%
Totals	39	100%

## 8. Are you of Hispanic or Latino origin or descent?

Yes	0	0%
No	38	97.44%
Decline to Answer	1	2.56%
Totals	39	100%

## 9. Indicate the highest level of education you have completed or the highest degree you have received.

Some high school	0	0%
High school or GED	0	0%
Some college	2	5%
Associate degree	1	2.50%
Technical or vocational school	0	0%
Bachelor degree	28	70%
Masters degree	9	22.50%
Doctorate degree	0	0%
Decline to answer	0	0%
Totals	40	100%

## 10. Indicate the category that best describes your total annual household income before taxes.

Less than \$25,000	1	2.50%
\$25,000 - \$49,999	1	2.50%
\$50,000 - \$74,999	8	20%
\$75,000 - \$99,999	13	32.50%
\$100,000 - \$149,999	13	32.50%
\$150,000 - \$199,999	2	5%
\$200,000 - \$249,999	1	2.50%
\$250,000 or more	1	2.50%
Decline to answer	0	0%
Totals	40	100%

## 11. Which part of the country (U.S.) would you consider to be your permanent residence?

North East – New England	1	2.94%
North East – Mid Atlantic	5	14.71%
Mid West – West South Central	1	2.94%
Mid West – East North Central	6	17.65%
South – West South Central	7	20.59%
South – East South Central	8	23.53%
West – Pacific	4	11.76%
West - Mountain	2	5.88%
Totals	34	100%

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

Yes	8	24.24%
No	25	75.76%
Totals	33	100%

## 13. How many years have you been boating?

Less than one year	2	5%
1 – 2 years	0	0%
3 – 5 years	4	10%
6 – 8 years	1	2.50%
9 – 10 years	3	7.50%
More than 10 years	30	75%
I have never been boating	0	0%
Totals	40	100%



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## 14. Which category best describes your skill level when operating a boat?

Beginner	4	10%
Intermediate	10	25%
Advanced	22	55%
Expert	4	10%
Totals	40	100%

## 15. Do you own a boat? (if you own more than one boat, please answer the following questions for the vessel that is used more frequently)

Yes	14	35%
No	19	47.50%
Yes, multiple boats	7	17.50%
Totals	40	100%

## 16. What type of vessel is your primary boat?

Open Motorboat	19	54.29%
Cabin Motorboat	1	2.86%
Pontoon	3	8.57%
Houseboat	0	0%
Personal Watercraft	1	2.86%
Sailboat	3	8.57%
Rowboat	2	5.71%
Canoe	2	5.71%
Kayak	4	11.43%
Totals	35	100%

## 17. How is your primary boat powered?

Outboard	19	48.72%
Inboard	2	5.13%
Inboard/Outboard	2	5.13%
Manually	5	12.82%
Sail	0	0%
No response/not applicable	11	28.21%
Totals	39	100%

## 18. What is the length of your vessel?

Less than 16 feet	7	17.50%
16 to 26 feet	21	52.50%
26 to 40 feet	0	0%
Greater than 40 feet	1	2.50%
No response/not applicable	11	27.50%
Totals	40	100%

## 19. How many times have you taken your boat out on the water in the past 12 months?

I have not taken it out in the past 12 months	5	12.82%
Once	2	5.13%
2 – 5 times	7	17.95%
6 – 10 times	1	2.56%
11 – 20 times	7	17.95%
More than 20 times	7	17.95%
No response/not applicable	10	25.64%
Totals	39	100%

## 20. Have you ever completed a boating safety course?

Yes	38	95%
No	2	5%
Totals	40	100%

## 21. How many boating safety courses have you completed?

1	3	7.50%
2	9	22.50%
3	12	30%
4	3	7.50%
5	0	0%
6	3	7.50%
7	0	0%
8 or more	8	20%
No response/not applicable	2	5%
Totals	40	100%

## 22. 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	28	70%
No	2	5%
I don't know	8	20%
No response/not applicable	2	5%
Totals	40	100%

## 23. How did you take the last boating safety course you completed?

In a classroom	16	40%
On the Internet	1	2.50%
Through a home study or correspondence course that was not on the Internet	0	0%
On the water	14	35%
Another type of course	7	17.50%
No response/not applicable	2	5%
Totals	40	100%

## 24. Why did you take the last boating safety course that you completed?

Required by my state	2	5.13%
To get a discounted insurance program	0	0%
To refresh my skills	14	35.90%
Other	20	51.28%
No response/not applicable	3	7.69%
Totals	39	100%

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

Strongly Agree	0	0%
Agree	1	2.50%
Neither Agree nor Disagree	6	15%
Disagree	7	17.50%
Strongly Disagree	26	65%
Don't Know	0	0%
Totals	40	100%

## 26. It is not necessary to wear life jackets while on board larger boats (more than 21 feet).

Strongly Agree	1	2.56%
Agree	2	5.13%
Neither Agree nor Disagree	7	17.95%
Disagree	17	43.59%
Strongly Disagree	12	30.77%
Don't Know	0	0%
Totals	39	100%

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## 27. Life jackets should always be worn in rough conditions or bad weather while aboard boats less than 21 feet.

Strongly Agree	34	85%
Agree	4	10%
Neither Agree nor Disagree	0	0%
Disagree	0	0%
Strongly Disagree	2	5%
Don't Know	0	0%
Totals	40	100%

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

Strongly Agree	11	27.50%
Agree	14	35%
Neither Agree nor Disagree	11	27.50%
Disagree	2	5%
Strongly Disagree	2	5%
Don't Know	0	0%
Totals	40	100%

## 29. I always wear a life jacket while boating.

Strongly Agree	16	40%
Agree	14	35%
Neither Agree nor Disagree	5	12.50%
Disagree	3	7.50%
Strongly Disagree	2	5%
Don't Know	0	0%
Totals	40	100%

## 30. Alcoholic beverages should never be consumed while operating a boat.

Strongly Agree	22	56.41%
Agree	6	15.38%
Neither Agree nor Disagree	5	12.82%
Disagree	5	12.82%
Strongly Disagree	1	2.56%
Don't Know	0	0%
Totals	39	100%

## 31. Alcoholic beverages should not be consumed by passengers on board boats.

Strongly Agree	7	17.50%
Agree	9	22.50%
Neither Agree nor Disagree	11	27.50%
Disagree	12	30%
Strongly Disagree	1	2.50%
Don't Know	0	0%
Totals	40	100%

## 32. Boating under the influence is a serious problem.

Strongly Agree	22	57.89%
Agree	12	31.58%
Neither Agree nor Disagree	2	5.26%
Disagree	2	5.26%
Strongly Disagree	0	0%
Don't Know	0	0%
Totals	38	100%

## 33. Penalties for operating boats under the influence should be more severe.

Strongly Agree	24	60%
Agree	9	22.50%
Neither Agree nor Disagree	3	7.50%
Disagree	3	7.50%
Strongly Disagree	0	0%
Don't Know	1	2.50%
Totals	40	100%

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

Strongly Agree	0	0%
Agree	2	5%
Neither Agree nor Disagree	6	15%
Disagree	20	50%
Strongly Disagree	11	27.50%
Don't Know	1	2.50%
Totals	40	100%

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

Strongly Agree	21	52.50%
Agree	14	35%
Neither Agree nor Disagree	2	5%
Disagree	2	5%
Strongly Disagree	1	2.50%
Don't Know	0	0%
Totals	40	100%

## 36. Boaters under a certain age should be required to take a boating safety course.

Strongly Agree	32	80%
Agree	8	20%
Neither Agree nor Disagree	0	0%
Disagree	0	0%
Strongly Disagree	0	0%
Don't Know	0	0%
Totals	40	100%

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

Strongly Agree	26	65%
Agree	11	27.50%
Neither Agree nor Disagree	3	7.50%
Disagree	0	0%
Strongly Disagree	0	0%
Don't Know	0	0%
Totals	40	100%

## 38. Taking a boating safety course increases the likelihood that a boater will wear a life jacket while boating.

Strongly Agree	7	17.50%
Agree	18	45%
Neither Agree nor Disagree	12	30%
Disagree	2	5%
Strongly Disagree	0	0%
Don't Know	1	2.50%
Totals	40	100%

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## 39. The amount of reckless boating has been increasing.

Strongly Agree	4	10%
Agree	11	27.50%
Neither Agree nor Disagree	16	40%
Disagree	5	12.50%
Strongly Disagree	0	0%
Don't Know	4	10%
Totals	40	100%

## 40. I practice safer boating habits when I'm with my family rather than when I'm with my friends.

Strongly Agree	3	7.69%
Agree	6	15.38%
Neither Agree nor Disagree	9	23.08%
Disagree	13	33.33%
Strongly Disagree	8	20.51%
Don't Know	0	0%
Totals	39	100%

## 41. I would wear a life jacket if they were more comfortable.

Strongly Agree	12	30.77%
Agree	9	23.08%
Neither Agree nor Disagree	11	28.21%
Disagree	5	12.82%
Strongly Disagree	2	5.13%
Don't Know	0	0%
Totals	39	100%

## 42. I would wear a life jacket if others on the boat were also wearing one.

Strongly Agree	4	10%
Agree	9	22.50%
Neither Agree nor Disagree	17	42.50%
Disagree	9	22.50%
Strongly Disagree	1	2.50%
Don't Know	0	0%
Totals	40	100%

## 43. I am aware of the new styles of inflatable life jackets (including the belt pack)

No	0	0%
Yes	23	57.50%
Heard that there are new styles but know nothing about them	1	2.50%
Worn the new inflatable style life jacket and really liked it	16	40%
Worn the new inflatable style life jacket and didn't like it	0	0%
Totals	40	100%

## 44. Which would be the best channel for distributing awareness information about accident reporting? (check all that apply)

Through insurance companies, vessel registration packages	28	16.18%
Boating classes, Vessel Safety Checks, Boat shows	32	18.50%
Accompanying boating safety products	10	5.78%
Marinas, Boat access ramps, wharfs, boatels, etc.	26	15.03%
Medical treatment facilities	10	5.78%
Law enforcement officers/boardings	18	10.40%
Boat dealers, Marine supply stores, Boat/fiberglass/repair shops	24	13.87%
Convenience stores near access points	9	5.20%
Media	16	9.25%
Totals	173	100%

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

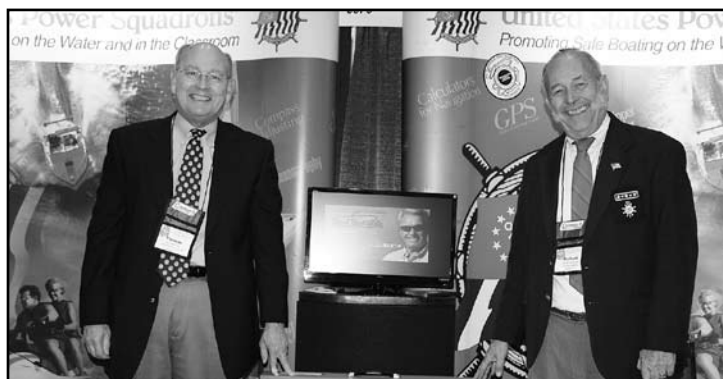
Lack of knowledge regarding rules of the road	11	28.95%
Propeller strikes and/or carbon monoxide poisoning	0	0%
Drowning due to the lack of life jacket wear	17	44.74%
Falls overboard/capsizings	1	2.63%
Cold water immersion	2	5.26%
Boating under the influence	0	0%
Overloading of small vessels	2	5.26%
Reckless operation	3	7.89%
Crowding of waterways	2	5.26%
Totals	38	100%

## 46. What do you feel is the most important topic that should be addressed for better recreational boating in the future?

Facilities and Access	1	2.50%
Education and Public Relations	19	47.50%
Safety and Law Enforcement	17	42.50%
Laws and Regulations	2	5%
Water Quality	0	0%
Registration and Titling	0	0%
Other Issues not listed here	1	2.50%
Totals	40	100%

## 47. How has the economy affected your boating behavior/experiences?

No effect	23	57.50%
Decreased number of boating trips	8	20%
Decreased distance traveled to or on boating outings	5	12.50%
Changed to more fuel efficient type of boating (lower horsepower, canoe/kayak, sailboat, etc.)	1	2.50%
I took some other action based on changes in the economy	3	7.50%
Totals	40	100%



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## 48. 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	27	69.23%
No	12	30.77%
Totals	39	100%

## 49. My first exposure to the National Recreational Boating Safety Strategic Plan was:

I don't know what the "Strategic Plan" is	2	6.06%
I heard about it for the first time at this conference	16	48.48%
I heard about it at other conferences	8	24.24%
I am an implementing partner of the Strategic Plan	7	21.21%
Totals	33	100%

## 50. The National Recreational Boating Safety (RBS) Strategic Plan is a plan:

I have never heard about	3	7.50%
I have heard about, but don't know much about what it does	19	47.50%
I am basically familiar with	8	20%
I know very well and have utilized it in my program	1	2.50%
I/my organization is an implementing partner	9	22.50%
Totals	40	100%

## 51. The National Recreational Boating Safety Strategic Plan was developed by:

The U.S. Coast Guard	14	35%
NASBLA and NSBC	2	5%
NSBC and NBSAC	1	2.50%
Members of the public, industry, boating organizations and associations, boating law administrators, and federal agency partners	23	57.50%
Totals	40	100%

## 52. The National RBS program was originally established by the Federal Boating Safety Act of:

1958	2	5%
1971	17	42.50%
1983	11	27.50%
1996	10	25%
Totals	40	100%

## 53. The National Recreational Boating Strategic Plan was approved and signed by NBSAC and the implementing partners in:

1996	9	22.50%
2001	5	12.50%
2005	10	25%
2007	16	40%
Totals	40	100%

## 54. The National Recreational Boating Safety Strategic Plan is like most long range government plans that take two or more years to create in that the U.S. Coast Guard has put it on the shelf where it is collecting dust.

Agree	8	20.51%
Disagree	31	79.49%
Totals	39	100%

## 55. The National Recreational Boating Safety Strategic Plan is being reviewed to determine the progress, analyze the measurements, and consider new strategies and get increased participation by implementing partners. This updated plan will be implemented beginning:

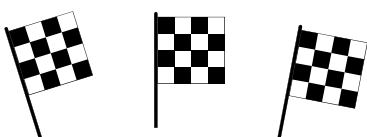
2011	22	55%
2012	14	35%
2013	2	5%
2014	2	5%
Totals	40	100%

## 56. The National Recreational Boating Safety Strategic Plan is:

A useful way to determine what strategies help reduce fatal, injury, and property boat accidents	21	52.50%
A worthwhile exercise in reviewing the data but time and money should be used on the water instead	3	7.50%
There has been little or no benefit from the Strategic Plan	1	2.50%
I don't know enough to provide a comment	15	37.50%
Totals	40	100%

## 57. The overall National Recreational Boating Safety Strategic Plan could be improved via:

My agency or organization becoming an implementing partner	6	15%
A plan that needs better dissemination if it is to be of any use	16	40%
Having other federal agencies that are responsible for boating safety develop their own boating safety plan	2	5%
I don't know enough to provide a comment	16	40%
Totals	40	100%



# ■■■ 2010 IBWSS SCRAPBOOK CD ■■■

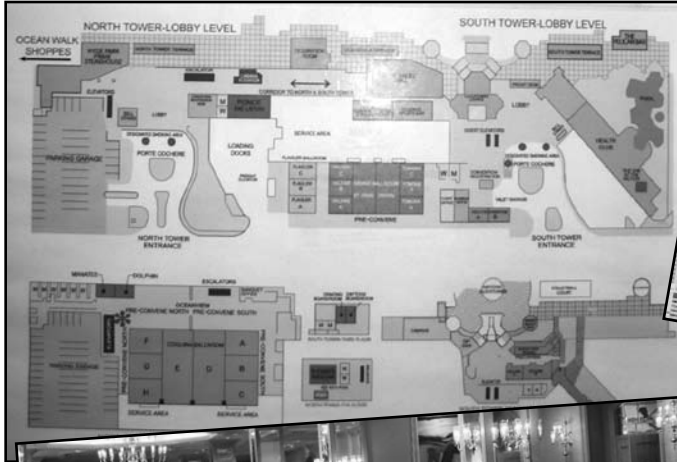


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