

# WAYPOINTS

This Newsletter is Published in Support of the Many Partners of the U.S. Coast Guard Office of Boating Safety.

January 2006 | Issue No. 12



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### The Dangers of Winter Boating: A Chilly Topic

*News from the U.S. Coast Guard Office of Boating Safety*



While many boaters are heading indoors for the season, others are still making their way to the water for their favorite weekend or everyday activity. The low-traffic waterways, beautiful scenery, and quiet and peaceful surroundings make wintertime the best time of year for many boaters, particularly sportsmen like waterfowl hunters.

But while the winter months may hold some allure for these boating enthusiasts...

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## Upcoming Events

January 4-8, 2006 — Annual Meeting, United States Power Squadrons®, Rosen Center, Orlando, FL

January 18-22, 2006 — National Sailing Programs Symposium, US SAILING, Long Beach, CA

January 23-24, 2006 — 2nd Conference on Marine Industry Technical Training (COMITT '06), American Boat & Yacht Council (ABYC), Safety Harbor, FL

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## Featured Story

### Top Ten New Year's Resolutions from the BoatU.S. Foundation



*News from BoatU.S. – Boat Owners Association of The United States*

The BoatU.S. Foundation for Boating Safety and Clean Water suggests the following New Year's resolutions to make boating safer, cleaner, and more rewarding for everyone...

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## Now Available: Postcards for the 2006 North American Safe Boating Campaign

As we begin preparing for the 2006 North American Safe Boating Campaign, the National Safe Boating Council and campaign partners are working hard to coordinate a successful campaign for the boating season. By keeping our volunteers and partner organizations informed about upcoming events, we hope to reach many other boating communities, so that they may also participate in the campaign.

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### The New NASBLA

You might have noticed that the National Association of State Boating Law Administrators (NASBLA) is sporting a new logo these days. The organization recently revised its ship's wheel logo.

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### Nautical Terms of The Month

Did you know wishing you "*Greasy Luck*," was the old-timers equivalent for bon voyage and good fortune. For the whalers back in the day, it had reference for the number of barrels of whale oil that they hoped to harvest during a trip.

Did you know that "*Get Out Your Web Feet*" comes from an old navy slang passed down from Able-Bodied Seamen to the young Seamen to warn that they should break out their oilskins as heavy rain or snow is approaching! What are Oilskins? They are raingear or foul weather slickers.

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### Float Plan Central Has Moved!

The U.S. Coast Guard Auxiliary recently upgraded its servers and as a result, Float Plan Central has moved to a new website. Float Plan Central is the web page with all the forms and information you need to file an effective float plan to keep you safe in case of an emergency on the water.

Find Float Plan Central at its new address, <http://floatplan.uscgaux.info/>.



### Waypoints Now Accepting Articles!

Ever dream of seeing your name in print? Waypoints is always looking for a few good writers to share their expertise. Editorials, news pieces, feature articles—anything related to making boaters safer on the water—we love to see them all! In past issues, partners have provided us with articles on everything from float plans, to safety for sportsmen, to boating safety education.

If you've been wanting to flex your writing muscle, contact [newsletter@uscgboating.org](mailto:newsletter@uscgboating.org) for more details.



Please submit comments to: [newsletter@uscgboating.org](mailto:newsletter@uscgboating.org)

U.S. Coast Guard Office of Boating Safety Infoline: 1-800-368-5647

[www.uscgboating.org](http://www.uscgboating.org)



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News from the U.S. Coast Guard Office of Boating Safety

## The Dangers of Winter Boating: A Chilly Topic

**W**hile many boaters are heading indoors for the season, others are still making their way to the water for their favorite weekend or everyday activity. The low-traffic waterways, beautiful scenery, and quiet and peaceful surroundings make wintertime the best time of year for many boaters, particularly sportsmen like waterfowl hunters.

But while the winter months may hold some allure for these boating enthusiasts, it should also serve as an incentive for them to take boating safety more seriously than ever.



"Most winter boaters are aware that boating on cold water poses a greater risk than boating on warm water, but few understand the degree of that risk," says Jeff Hoedt, Chief, Office of Boating Safety, Inspections and Compliance Directorate.

In fact, the risks are substantial. Many are surprised to discover that while there are more total fatalities during the summer months of June, July, and August, boaters are almost twice as likely to be involved in a fatal accident during November, January, and February. Consider this: in 2004, there was approximately 1 death for every 10 reported boating accidents in June, July, and August, resulting in 87, 122, and 85 deaths respectively. However, in the months of November, January, and February, there was approximately 1 death for every *five* reported boating accidents.

### Winter's Double Blow

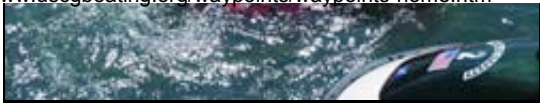
Cold winter waters pose many threats to unsuspecting boaters who may fall victim to unexpected accidents. Just what happens is determined by how long one is exposed to the water.

For example, cold shock occurs when the body is suddenly immersed in cold water. Once the trunk of the body goes under, the blood vessels will constrict in order to conserve core body heat. This response, in turn, can cause a sudden increase in heart rate and blood pressure, in some cases resulting in cardiac arrest. Mike Folkerts, the U.S. Coast Guard's Recreational Boating Specialist for District 17 (Alaska) has been with the U.S. Coast Guard Auxiliary for over ten years and has seen his share of boating fatalities due to cold water immersion. "It's the physiological effects of cold water immersion that kill people," says Folkerts. "Ultimately, your body's own protective mechanism starts the downward spiral. When your heart goes into overdrive, it can start to skip, causing a major disturbance in the electrical system. A person can go down before they've ever come back to the surface."



Cold shock can also cause another deadly condition—involuntary gasping reflex. This instinctual physical reaction can become a real-life biological hazard: when the body hits the water, cold shock can cause the overboard boater to gasp for air. The boater, capable of inhaling as much as 2-3 quarts in less than a second, could take in substantial amounts of water instead (if still under the surface), most often causing instantaneous drowning.

A second condition—more high profile, but



somewhat misunderstood—that can result from exposure to cold water is hypothermia. Occurring when the body loses heat faster than it can be produced, hypothermia can turn an afternoon outing into a deadly nightmare—

within minutes. While it can happen whether one is wet or dry, the threat is critical when the person is in the water: the body loses heat 25 times faster when it is immersed, allowing hypothermia to occur in water as warm as 60 to 70 degrees Fahrenheit. Contrary to what many believe, hypothermia is a *separate* condition from cold shock: it is progressive, which means its symptoms become more severe as the body continues to lose heat, resulting from prolonged exposure to cold water conditions.

An Alaska boater for over 32 years, Folkerts has first-hand knowledge of the devastating effects of hypothermia. His wife, Noreen, also an experienced boater, went in the drink off of Prince William Sound during a Memorial Weekend outing with friends on several other boats a few years ago. "She was moving along the gunnel to the bow, and she just slipped and fell right between the two anchored boats," Mike relates. Only down two minutes, he said it literally took three people to pull her back into the boat because she couldn't use her arms and legs. "In that short amount of time, she basically had no command over her body. The cold just takes your breath away. She was only able to float because she had her life jacket on."

In a case such as the one above, a life jacket is particularly critical. Any movement, such as swimming, or treading water, speeds the effect of hypothermia by about 35 percent as you expend energy.

According to the U.S. Coast Guard, the average time of onset for hypothermia, in water between 32.5 and 50 degrees Fahrenheit, is within 30 minutes, but symptoms can begin to appear much faster if the water is cold enough. And because hypothermia is a progressive condition, symptoms will become more devastating the longer the person is left in the water.

Early symptoms of hypothermia include:

- shivering
- numb hands and difficulty performing tasks
- lack of interest or concern
- poor judgment

Later symptoms include:

- muscles becoming rigid
- slow pulse
- shallow breathing
- weakness or drowsiness
- confusion
- loss of consciousness

### **Winter Rescues... And What Works Against Them**

Understanding conditions like hypothermia and cold shock and their effects on the body is the first step towards protecting yourself and your loved ones on the water. What you may know about general boating safety or rescuing overboard boaters in the summer quickly becomes inconsequential when these conditions are present.

For example, in the case of hypothermia, the symptoms themselves can set the stage for life-sized obstacles. The longer a hypothermic victim is in the water, the less able they are to assist in their own rescue: numb hands make it difficult for a victim to grab onto a thrown rope or floating object, apathy takes the person's mind off the task at hand, and poor judgment may lead them to misjudge the distance to shore and attempt to swim. Consequently, winter rescues have to be much faster and require less energy of the victim than summer rescues.

While these physical challenges can greatly impede rescue efforts, other factors unique to winter can weigh in as well. According to the U.S. Coast Guard, between 70 and 80 percent of boaters go boating each month during the summer months, while only about 11 percent go boating in the months of December, January, and February. This decline in boating activity can lead to a delayed response, which ultimately could mean the difference between life and death.



When all of these factors are taken into consideration, the best defense any boater can have is preparation and precaution.



## What You Can Do

When venturing onto the water this season, there are extra steps you can take to ensure you are protected. As always, wearing a life jacket is the first line of defense when it comes to accidents on the water. Besides simply keeping you afloat as it does in warm weather, a life jacket can save a boater from the instantaneous drowning that can occur as a result of involuntary gasping reflex. It also allows you to stay afloat with a minimum of expended energy—crucial to retaining body heat and warding off hypothermia—if you do have to await rescue in the water. In the absence of warmer clothing, a life jacket even provides minimal protection against loss of heat by covering the trunk of the body.

Folkerts concurs. "Wear your life jacket—that's the very, very best thing you can do. That mitigates the effects of cold water immersion and drowning. It's the single most important thing you can do in cold water."

The second step you can take is simply dressing appropriately. Even when the air is still warm, the water may be below 60 degrees. Always dress for the water, not for the boat. Dress in layers, since each layer traps another pocket of air to help insulate your body and keep in heat.

Next, never boat alone and always file a float plan with a trusted individual. Having a boating partner significantly lowers your risk of drowning due to hypothermia after a fall overboard. In 2004, capsizings and falls overboard alone accounted for over half of all boating fatalities (57 percent). Filing a float plan will help ensure that, in the event that you don't return home, a search and rescue mission will be successful.

Other tips for surviving the winter boating season:

- Don't stand or move around in a small boat.
- Don't overload your boat.
- Use the Heat Escape Lessening Posture (H.E.L.P.), or huddle with other boaters to retain heat, if you do end up in the water.
- Do not attempt to swim to shore unless there is no possibility of rescue, you are very close to shore, or the water is above 60 degrees Fahrenheit.

Folkerts sums it up with some simple advice: "Stack the odds in your favor." He explains, "In Alaska, our fatality rate per 100,000 registered boats is almost five times that of the rest of the nation. We lost 20 recreational boaters last year, the vast majority of which were preventable with better decision making."

Better decision-making is something the U.S. Coast Guard hopes all boaters will take into consideration *every time* they get on a boat, and especially during the cold winter months.

The Alaska Department of Natural Resources Office of Boating Safety offers an Alaska Boater's Handbook with valuable information on surviving cold water emergencies. Visit <http://www.dnr.state.ak.us/parks/boating/index.htm> for more information.

For more information on hypothermia and its effects, visit [www.webMD.com](http://www.webMD.com).

The U.S. Coast Guard is asking all boat owners and operators to help reduce fatalities, injuries, property damage, and associated healthcare costs related to recreational boating accidents by taking personal responsibility for their own safety and the safety of their passengers. Essential steps include always wear a life jacket and require passengers to do the same; never boat under the influence (BUI); successfully complete a boating safety course; and get a Vessel Safety Check (VSC) annually from local U.S. Coast Guard Auxiliary, United States Power Squadrons®, or your state boating agency's Vessel Examiners. The U.S. Coast Guard reminds all boaters, "You're in Command. Boat Responsibly!"

For more information on boating responsibly, go to [www.USCGboating.org](http://www.USCGboating.org) or call the U.S. Coast Guard Infoline at 1-800-368-5647.

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News from BoatU.S. – Boat Owners Association of The United States

## Top Ten New Year's Resolutions from the BoatU.S. Foundation

**T**he BoatU.S. Foundation for Boating Safety and Clean Water suggests the following New Year's resolutions to make boating safer, cleaner, and more rewarding for everyone:



1. Don't let your loved ones be at the whim of spotty cell phone coverage—buy them a VHF radio. Handheld, portable VHF's are affordable, easy to carry, and don't require installation.
2. Save the alcohol for when you arrive safely back at the dock. Alcohol use, when reported as the primary cause of an accident, resulted in 16 percent of all boating fatalities in 2004.
3. Make sure you have a correctly-sized life jacket for a child. Kid's life jackets can be borrowed (at no cost) at over 350 Kids Life Jacket Loaner Program locations across the U.S. Go to [www.BoatUS.com/Foundation](http://www.BoatUS.com/Foundation) and click on "Boating Safety Programs" for the location nearest you.
4. Give Mother Nature a break. Don't chase, harass, or feed wildlife.
5. Leave no trace. When packing up your beach party at the end of the day, pick up one or more extra pieces of trash that you find and dispose of it properly.
6. Fuel up your boat without spilling a drop overboard this entire season. Contain engine room drops and spills with bilge pads and socks. The cumulative effects of a drop here and there add up.
7. Set up separate trash and recycling containers aboard. A readily available disposal system helps everyone keep trash out of the water.
8. Give the ramp rookie a break. Be patient or offer to spot for those who have little experience backing down—you were once in their shoes.
9. Join a club that benefits the body of water on which you boat. Do something with the group that makes your waterway better, safer, or cleaner.
10. Make a donation to your favorite educational or marine conservation group. In doing so, you will make a positive difference for every boater in 2006, and gain a great sense of personal satisfaction.



The BoatU.S. Foundation for Boating Safety and Clean Water is a national 501(c)(3) nonprofit education and research organization funded by recreational boaters nationwide. For more information visit <http://www.BoatUS.com/Foundation>. Happy New Year!

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News from the National Safe Boating Council

## Now Available: Postcards for the 2006 North American Safe Boating Campaign

**A**s we begin preparing for the 2006 North American Safe Boating Campaign, the National Safe Boating Council and campaign partners are working hard to coordinate a successful campaign for the boating season. By keeping our volunteers and partner organizations informed about upcoming events, we hope to reach many other boating communities, so that they may also participate in the campaign.

In order to reach out to those communities, we have created a postcard that contains relevant information about the campaign, including important dates and information about the website. This postcard is being distributed to organizations and individuals who are active in coordinating campaign efforts.

If you wish to receive additional postcards to mail or hand out to your organization's members (or your boating community), please contact the National Safe Boating Council at (703) 361-4294 or via e-mail at [campaign@safeboatingcouncil.org](mailto:campaign@safeboatingcouncil.org). We would be happy to provide you with as many postcards as you can distribute.

Thank you for your participation and support of the 2006 North American Safe Boating Campaign... and remember to "Wear It!"



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## Confluence 2005 A Huge Success

*Ohio's Statewide Boating Conference Shows Bright Future for Boating*

By Rob Lucas  
Public Information, Volunteer, & Marketing Administrator  
Ohio Department of Natural Resources, Division of Watercraft

**T**he Ohio Department of Natural Resources (ODNR) Division of Watercraft hosted Confluence 2005, Ohio's Statewide Boating Conference: Charting the Future of Boating. This year, Confluence was held in the picturesque countryside of Salt Fork State Park Resort and Conference Center near Cambridge, Ohio from November 2 - November 4, 2005. Hundreds of boating and water safety professionals from around the world gathered to discuss the current and future status of the boating industry; learn new techniques in Education, Communication, Law Enforcement, and Resource Planning; and receive awards and recognition for their achievements throughout the year.

This year's conference schedule included a wide variety of presenters and presentations, covering topics from Personal Flotation Device reclassification and cold water immersion, to environmental boating and Homeland Security. Jeff Hoedt, Chief of the U.S. Coast Guard's Office of Boating Safety, presented the U.S. Coast Guard's strategic planning initiative and the states' accountability to performance measurement for future grant funding. Norm Shultz, President of the Lake Erie Marine Trades Association, hosted a presentation on the National Marine Manufacturers Association's (NMMA) Grow Boating cooperative effort to increase participation in, and ultimately improve sales for, any business with a financial interest in the recreational marine industry. Pamela Dillon, Executive Director of the American Canoe Association, discussed the growth, issues, and opportunities of paddle sports.



*Volunteer Service Milestone Award presented to Warren Shupp for 6,750 volunteer hours with the Division of Watercraft. Pictured left to right - ODNR Division of Watercraft Acting Chief, Michael E. Quinn; Warren Shupp; ODNR Director, Samuel W. Speck.*

Michael Tipton, professor of Human and Applied Physiology at the University of Portsmouth, United Kingdom, presented research involving the effects and dangers of cold water immersion. Margaret Podlich, Vice President of BoatU.S. Government Affairs and Environmental Director for the BoatU.S. Foundation, provided an examination of the issues facing boating and the environment. Bernice McArdle, Director for the Accessory Manufacturers Division of the NMMA and Project Manager of the NMMA-Affiliated Personal Flotation Device Manufacturers Association (PFDMA), spoke about the PFDMA's new projects, including an update of the reclassification of and the industry promotion for life jacket wear. John Malatak, Chief, Program Operations Division, Office of Boating Safety of the U.S. Coast Guard, provided

information on "You're in Command. Boat Responsibly!", the multi-year public boating safety outreach initiative designed to encourage recreational boaters to act "responsibly" on the water.

In addition to presentations, Confluence highlights included a number of events that



made the 2005 conference particularly memorable. These festive occasions included the "Ohio Five-0" exhibitors' "island" dinner, the impressive presentation of colors by the ODNR Division of Watercraft Honor Guard, and the innovative pool demonstrations covering such topics as: remote underwater video, inflatable life jackets, accommodating persons with disabilities, and capsizing and overboard recovery. The audience polling session was an interesting and revealing look at the collective group's attitude toward aspects of recreational boating. Participants belonging to local, state, or federal organizations, private industry, or non-profit organizations in boating or water safety gathered to offer their experience, expertise, and opinions on topics such as Mandatory Education, safety, cold water immersion, and the future growth of boating in Ohio.



The Confluence 2005 Awards Dinner honored eight Ohio boating education organizations, 12 Ohio volunteers, and seven marine patrol organizations for their 2005 achievements in promoting boating safety. Lake County Metro Parks received the 2005 Outstanding Boating Program Award in recognition of its boating safety education program. Education Program Achievement Awards went to the City of Mentor, Cleveland Metro Parks, Miami Conservancy District, Mineral City Elementary School, Rocky River Power Squadron, Spirit of America Foundation, and Toledo Power Squadron. Twelve Ohioans received special awards for volunteer service to the ODNR Division of Watercraft and its statewide boating programs. They included: Warren Shupp for 6,750 hours of cumulative volunteer service; William Green for 2,000 hours; Cecilia Duer for 750 hours; Mike Schabeck for 500 hours; Bob Burns for 250 hours; Marva McCall for 250 hours; Rick Brees for 100 hours; George Christ for 100 hours; Nancy Fuller for

100 hours; Elaine Mravetz for 100 hours; Robert Mravetz for 100 hours; and Jane Stites for 100 hours. Twenty-nine marine law enforcement agencies from across Ohio were recognized for exceptional public service to Ohio boaters during 2005. Five Rivers Metroparks joined marine patrol units from Knox County Sheriff's Office, Lucas County Sheriff's Office, Rocky River Police Department, and the Toledo Police Department in receiving Marine Patrol Service Awards. The Outstanding Marine Law Enforcement Agency Award was presented to the Sandusky Police Department and Summit County Sheriff's Office marine patrol units. Individual awards went to Officers Joseph Boncek and Michael Bernhardt of the Rocky River Police Department for saving the life of a Lake Erie boater in 2005 who had fallen off his boat approximately two miles offshore from Rocky River, Ohio.

The ODNR Division of Watercraft sincerely thanks Confluence 2005 sponsors BoatED, Brunswick Commercial and Government Products, the National Safe Boating Council, the National Water Safety Congress, Samsel Supply Company, and Stearns. Each year, Confluence provides a valuable forum for boating specialists and advocates to collaborate with each other and share the latest information on the most pertinent issues facing boating safety today.

You are encouraged to put Confluence 2007 on your calendar, which will be held in the fall of 2007. Please check the ODNR Division of Watercraft's Web site, [www.ohiodnr.com](http://www.ohiodnr.com) (see "Boating") for future registration information. Thank you to all who participated in Confluence 2005 at Salt Fork State Park Resort and Conference Center. We look forward to seeing you in 2007!

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News from the National Safe Boating Council

## Coming Soon to a Beach Near You! The 10th Anniversary of the International Boating and Water Safety Summit

**T**he 10th anniversary of the International Boating and Water Safety Summit is shaping up to be one of the most outstanding educational opportunities for boating and water safety professionals and volunteers nationally. This year hosted at the Westin Innisbrook Golf Resort Program located in beautiful Palm Harbor, Florida, April 30-May 3, the program highlights include:



Understanding Best Practices in Boating Education; U.S. Coast Guard Goal Setting Standards; Share, Share, Share—Educational Tools for All Ages; Paddlesport Standards and Best Practices; Stress Management for Public Safety Personnel, and many other valuable presentations. Again this year, the program will feature audience polling with questions that follow up on the information learned at the 2005 Summit. As a further enhancement, the On-the-Water activities will be located at one of the excellent beaches in the Palm Harbor area.

Sponsored by Stearns, Inc., the summit is proud to announce inflatable belt-pack giveaways to the first 400 registrants. Registration brochures will be mailed mid-January. The registration brochure may also be found on line at [www.safeboatingcouncil/summit](http://www.safeboatingcouncil/summit) or [www.watersafetycongress.org](http://www.watersafetycongress.org).



Additional highlights of your stay in the Sunshine State will include a complimentary hotel shuttle service to Honeymoon Island, as well as shuttle service to Tarpon Springs, a historic sponge diving community, and Dunedin, a quaint beach community with an Irish flavor on Monday and Tuesday evenings. The latter excursions are made possible by the St. Petersburg/Clearwater Convention Visitors Bureau.

One of the most anticipated events of the Summit will be the Awards Banquet on Wednesday evening when we recognize some of the outstanding individuals and organizations whose contributions to boating and water safety have enriched the boating community.

Don't miss this valuable opportunity to get up-to-date on the most important boating safety issues of the 2006 season. Visit [www.safeboatingcouncil.org](http://www.safeboatingcouncil.org) for more information.

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## The NASBLA Boating Safety Course Approval Process

By Gail Kulp, Education Director, National Association of State Boating Law Administrators

**M**any boating safety courses across the country are provided by numerous organizations dedicated to educating more boaters before they head out on the water. Since approximately 70 percent of all boating fatalities in 2004 occurred on boats where the operator had not received boating safety instruction, it is critical for these groups to continue their work and expand boater education to anyone who plans to be on the water.

To support these groups in their mission, the National Association of State Boating Law Administrators (NASBLA) has implemented a review process for boating courses to ensure that a course covers all relevant federal laws, as well as laws specific to each state. By following this review process, you'll not only receive NASBLA approval for your course, but, by agreement with the U.S. Coast Guard, your course will also be "Recognized by the United States Coast Guard as acceptable to the National Recreational Boating Safety Program."

To apply for approval, simply follow the process below:

All courses, both state-sponsored (public) and non-state-sponsored (private), should be submitted in a printed format to the NASBLA education director to initiate the NASBLA review and approval process. The course textbook and teaching materials should be accompanied by the application form, appendices, education standards checklist, and the appropriate application fee. Application documents may be found at [www.nasbla.org](http://www.nasbla.org). All application materials must be complete before a review will take place.

The education director will review the course materials for Standards 1-7, paying special attention to how the course textbook addresses the standards. The textbook should explain why the information presented in the standards is important, and should not simply restate the standards. In addition, the certification exam is reviewed using Standard 9. The exam must have at least 50 questions written in multiple-choice format, so the question is a complete sentence and there are four distinct answer choices. There must be a specific number of questions for each standard. If the NASBLA education director finds the course deficient in meeting one or more of the standards, she will notify the course provider and the course may be modified and resubmitted. If the course meets all standards, the course provider is responsible for sending the course packet on to each state boating law administrator (BLA) for state approval.

The state BLA, or a designated representative, will review the course and accompanying materials, paying special attention to the state-specific information found in Standard 8. If the state reviewer finds that the course does not meet one or more of the standards, the reviewer will notify the course provider of the deficiencies. If the course is sufficient, the state reviewer will notify the Education Committee Chair who issues the official approval letter to the course provider. A copy of the course material is retained in the NASBLA office along with a copy of the committee chair's approval letter. NASBLA approval is valid for a period of three years from the year it is approved. At the end of the three years, the process of re-approving a course is identical to the original approval process stated above. A list of courses approved by NASBLA and recognized by the U.S. Coast Guard is maintained by NASBLA at [www.nasbla.org](http://www.nasbla.org).

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News from BoatU.S. – Boat Owners Association of The United States

## Over 25,000 Boaters Register Their DSC VHF Radios with BoatU.S.

Free Service Provides Boaters With MMSI Number

**F**ree registrations of Digital Selective Calling (DSC) VHF marine radios by BoatU.S., in partnership with the Federal Communications Commission (FCC) and the U.S. Coast Guard, have surpassed the 25,000 mark, the association announced today. BoatU.S. offers recreational boaters free registration of DSC VHF radios, which includes providing a unique Mobile Maritime Service Identity (MMSI) number to be encoded into the radio.

VHF radios with the Digital Selective Calling feature allow a boater to transmit a call directly to another DSC radio, similar to one cell phone calling another. However, its greatest promise lies with a "mayday" feature that will, in the future, allow anyone aboard a vessel to send a distress call that will hail all nearby vessels with vessel identity and location information—all with the touch of one button.

"DSC radios will eventually take the 'search' out of search and rescue," said Elaine Dickinson, assistant vice president of BoatU.S. Government Affairs. "Within the next few years, the Coast Guard will begin responding to DSC distress calls and that's why boat owners need to have their radio registered and an MMSI number properly programmed into the radio."

In 2001, BoatU.S. became the first organization to offer a DSC VHF registration program that saved boat owners from having to pay for a costly FCC radio license. Prior to the BoatU.S. registration program, getting an FCC license was the only way to obtain a MMSI number.

BoatU.S. uploads its registration information to the U.S. Coast Guard's growing search and rescue database of DSC-equipped vessels on a weekly basis. The U.S. Coast Guard's Rescue-21 distress communications system, which ties in to the DSC mayday function, is expected to become operational within the next few years. However, commercial vessels and many TowBoatU.S. and Vessel Assist on-the-water assistance providers, as well as many DSC-VHF-equipped recreational boats already monitor VHF channel 70, which is reserved for DSC transmissions. In the interim, the U.S. Coast Guard advises that boaters continue to use Channel 16 for emergency communications.

With prices now below the \$200 threshold, it's estimated that over half of all new VHF marine radios sold today are DSC capable. The BoatU.S. MMSI program is only for recreational boats that operate on U.S. waters; boats that travel internationally or are otherwise required to have an FCC ship station license must request the nine-digit MMSI number from the FCC.

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## **Meeting Notes: National Recreational Boating Safety Coalition, December 14, 2005**

**T**he Coalition met on December 14 at the American Automobile Association's offices, in Washington, DC. Tom O'Day chaired the meeting.

### **National Transportation Safety Board**

The Safety Board's investigation of the Ethan Allen capsizing on Lake George, New York has led to a broader look into state regulation of passenger vessels on sole state waters. Safety Board investigators are working with NASBLA to identify state regulated commercial vessels, how many there are, what types, and how they are regulated.

The Board is scheduled to meet on February 22, 2006, to adopt the final report in the investigation of the Lady D accident in Baltimore Harbor.

Acting Chairman Mark Rosenker has asked the Board's marine investigators to work with officials in 6 states (CA, ME, MA, NC, SC, VA) to investigate boating accidents that raise the issue of operator education.

Work continues on review and analysis of materials presented at the Safety Board's August 2004 forum, "Personal Flotation Devices in Recreational Boating."

### **U.S. Coast Guard**

Jeff Hoedt reported that a major strategic planning process is underway for the National Recreational Boating Safety Program. The U.S. Coast Guard has adopted new program goals after consultation with a specialized stakeholder panel and the National Boating Safety Advisory Council (NBSAC). The goals include specific reductions in numbers of recreational boating injuries and fatalities; and objectives have been drafted for increases in life jacket use, improved accident reporting, and a variety of other measures.

NBSAC also has advised the U.S. Coast Guard that it is premature to implement an adult mandatory life jacket use requirement. Instead, it recommended intensified voluntary measures to get boaters to wear life jackets. New campaign strategies are being developed, in a joint effort with BoatU.S. and the Personal Flotation Device Manufacturers Association (PFDMA). Additionally, the U.S. Coast Guard will be looking at increasing its accident prevention efforts, such as supporting boat operator education requirements.

New boating safety grant fund allocations will be sent to the states this week. As a result of the recently enacted SAFETEA-LU, states can expect to receive an additional \$35 million, bringing boating safety grant totals to more than \$90 million for the states.

### **State Legislative Action**

Steve Blackistone (NTSB) distributed a summary of prospects for legislation in 2006, and a final summary of 2005 state legislative activity addressing life jacket and mandatory boater education requirements. Coalition participants wishing a copy should contact Steve at [blackis@ntsb.gov](mailto:blackis@ntsb.gov).

Following a discussion of legislative prospects, Coalition participants agreed that the Coalition should target its efforts next year in four States:

California – Both the Department of Natural Resources and the California Sheriff's Association support mandatory education. The Department of Boating and Waterways will be holding two coalition-building meetings in order to hear from all stakeholders.

Iowa – Bills to establish a life jacket-use requirement will be introduced in 2006. The Department of Natural Resources will actively support the legislation. Efforts are already underway to build a support coalition.

Virginia – Long-standing efforts to enact a life jacket-use requirement for children have led to optimism for the 2006 session. Efforts to win support from the Smith Mountain Lake community and legislators from the western part of the state appear to be bearing fruit. Hearings can be expected early in January. Mandatory boater education legislation also is expected to have significant support.

Wisconsin – Both life jacket use and mandatory boater education legislation received active consideration during the ongoing fall legislative session, and will carry over to 2006. The Assembly overwhelmingly passed both boater education and life jacket legislation in December. The Senate also approved life jacket legislation (S.B. 135) in November.

All Coalition participants are urged to involve their local affiliates or membership in these efforts. Also, please help the Coalition keep abreast of state legislative activities by informing Steve Blackistone at [blackis@ntsb.gov](mailto:blackis@ntsb.gov) or Tom O'Day at [nrbcoalition@aol.com](mailto:nrbcoalition@aol.com) of any legislative activities about which you become aware.

### **Personal Watercraft**

Aaron Castelo of Personal Watercraft Industries Association (PWIA) agreed to provide the coalition with updates. There was no specific discussion regarding legislation addressing personal watercraft safety issues, except to note that Pennsylvania is considering legislation to raise the minimum operator age to 16.

There is a map showing state minimum operator ages on the PWIA web site at: [http://pwia.org/images/StateAgeRequirements\\_Aug05.jpg](http://pwia.org/images/StateAgeRequirements_Aug05.jpg).

### **National Marine Manufacturers Association (NMMA)**

David Dickerson, NMMA's Director of State Government Relations, outlined recent activities in the states and elsewhere:

\*Florida – NMMA is seeking legislation to prevent localities from limiting the length of time that a recreational vessel may anchor at a public site.

Also, independent marine designers and professional engineers are promoting legislation that would exempt them from an existing state mandate that all vessel designs by independent builders must either be performed by or reviewed and sealed by a professional engineer. A similar exemption was provided to aerospace designers in the state. NMMA supports this effort.

\*New Jersey – Mandatory education legislation was introduced, but not acted upon in the 2004-05 legislative session. The bill sponsor, Robert Smith (D-Blackwood) is not returning, and so NMMA is waiting to see if another legislator steps forward to reintroduce the bill next year.

\*Connecticut – NMMA is supporting an effort to allow courts to suspend the boater safety certificate required of all Connecticut boat operators as punishment for boaters convicted of serious boating safety law violations (such as drunk boating, recklessness, evading a police officer), a change that would in effect equate the current boating safety certificate with an operator's license.

\*New Mexico – NMMA has sent a letter of support for a mandatory education requirement to Jerome Madrid, the boating law administrator. Although legislation isn't expected until 2007, Madrid is working now to collect organizational support. His contact is Stephen Verchinski at [Verchinski@state.nm.us](mailto:Verchinski@state.nm.us).

### **Next Meeting**

The coalition will next meet on Wednesday, January 18, 2006 at AAA's offices in Washington, D.C.

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News from BoatU.S. - Boat Owners Association of The United States

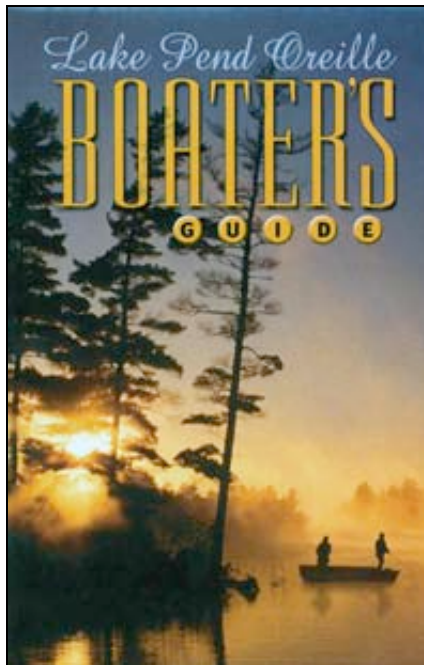
## BoatU.S. Foundation "Leadership in Clean Boating Outreach" Award Goes to Lake Pend Oreille Idaho Club

*Best Clean Water Grant Project*

**T**he BoatU.S. Foundation has awarded its first Leadership in Clean Boating Outreach Award to the Lake Pend Oreille Idaho Club of Sandpoint, ID, for its outstanding Clean Water Grant project: *A Boater's Guide to Lake Pend Oreille*. Winning a cash prize of \$500, the Club bested 18 other local nonprofit groups who received up to \$4,000 each for Clean Water Grant projects to educate boaters on issues such as petroleum pollution prevention, pumpout education, or littering prevention.

The Clean Boating Outreach Award is based on the following criteria: new and innovative ways to educate boaters about clean water; demonstrated resourcefulness and efficient use of grant funds; a high level of quality and professionalism of work; use of positive "do" messages rather than relying on "don't" messages; and flexibility and effectiveness in carrying out the project in a prompt manner.

The Lake Pend Oreille Idaho Club won for its work with a 2004 Foundation grant to design and publish a full-color *Boater's Guide to Lake Pend Oreille*, as well as distribute it free-of-charge at local sporting outlets and marinas. The guide included a map of the lake, tips for cleaner boating regarding engine maintenance and clean fueling, as well as information on aquatic nuisance species prevention.



### Cash Grants for Clean Boating Projects

The BoatU.S. Foundation is looking to fund creative and innovative projects that teach boaters cleaner habits on the water through its 2006 Clean Water Grant Program. Up to \$4,000 per group is available to small, local nonprofits conducting educational campaigns. Past projects have covered topics such as pumpout education, pollution prevention, monofilament fishing line recycling, and preventing the spread of aquatic nuisance species. Projects MUST involve educating boaters.

The deadline to apply is February 1, 2006. To view previous grant projects, read the grant guidelines or download an application, please visit <http://www.boat.us/cleanwater/grants/>.

The BoatU.S. Foundation for Boating Safety and Clean Water is a national 501(c)(3) nonprofit education and research organization primarily funded by the voluntary contributions of 630,000 members of BoatU.S.

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This Newsletter is Published in Support of the Many Partners of the U.S. Coast Guard Office of Boating Safety.

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News from the National Association of State Boating Law Administrators

## The New NASBLA

**Y**ou might have noticed that the National Association of State Boating Law Administrators (NASBLA) is sporting a new logo these days. The organization recently revised its ship's wheel logo. In fact, the logo change is reflective of a larger shift in NASBLA itself.



Beginning last November, the agency's Executive Board began a strategic planning process to help focus and refine NASBLA's goals and objectives. Since that time, the Executive Board has met numerous times to discuss ways to strengthen the governance and leadership of the nonprofit organization. With the help of Jerry Kappel, a strategic planning consultant, NASBLA is implementing a new mission and strategic goals.

More information about these exciting changes will be available in future issues of NASBLA's bimonthly publication, *Small Craft Advisory*.

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News from the National Water Safety Congress

## National Water Safety Congress—Call For Nominations

**T**he National Water Safety Congress is currently accepting nominations for its board of directors for its next election in April 2006. Board members serve for a two-year period and are expected to attend a fall board meeting and a spring meeting, held in conjunction with the International Boating and Water Safety Summit (IBWSS). If you are interested in serving on the Board and would like additional information, please contact Joe Morgan, Chair, Membership Committee, at 202-502-6377.

To be a candidate for election, submit a one-page resume to [joseph.morgan@ferc.gov](mailto:joseph.morgan@ferc.gov).

**NWSC is looking for Award Nominations between now and the end of the year.** Please visit our web site: [www.watersafetycongress.org](http://www.watersafetycongress.org) for more information about the awards and the awards process. Applications are also available online. All awards are presented during the 2006 International Boating and Water Safety Summit.

- **NATIONAL AWARD:** One (1) presented annually
- **REGIONAL AWARD:** Six are presented annually
- **AWARD OF MERIT:** Thirty awards are selected from nominees

*NOTE: In awarding the above, special consideration will be given for heroism, rescue, or activities above and beyond or outside the scope of duties, as well as the originality, timeliness, and overall effort to the nominee's program, or activity.*

- **LETTER OF COMMENDATION:** Thirty letters are presented annually.

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News from the National Association of State Boating Law Administrators

## Training Available for Boat Accident Investigation

**T**he National Association of State Boating Law Administrators (NASBLA) will offer five comprehensive (Level 1) boat accident investigation and analysis seminars in 2006. Produced with grant assistance from the U.S. Coast Guard, this comprehensive course is designed to provide investigating officers with all the tools they need to investigate a recreational boating accident completely and accurately.

The 2006 Boating Accident Investigation seminars are scheduled as follows:

January 9-13	Kissimmee, Florida
January 30-February 3	Chattanooga, Tennessee
March 27-31	Salt Lake City, Utah
April 24-28	Ashburn, Virginia
May 15-19	Indianapolis, Indiana

Consisting of 37 hours of instruction, the boat accident investigation seminars are intended for active local, state, and federal marine law enforcement officers who are already versed in boating enforcement, but lack technical accident investigation training.

The course covers accidents and statistics, vessel construction, standards and regulations, electricity, navigational lights, ignition protection, carbon monoxide, fuel systems, fires and explosions, ventilation, diagramming, stability, capacity and loading, collision basics, memorandums of understanding, public relations, court preparation, and environmental concerns.

The seminar includes the popular vessel systems examinations and examinations of actual case studies, with students preparing reports and giving presentations to the group on their findings.

Each seminar is limited to 60 students, so please register early. For additional information and to register online, visit [www.nasbla.org](http://www.nasbla.org). If you have any questions, please contact Chris Moore at (859) 225-9487 or [chris@nasbla.org](mailto:chris@nasbla.org).

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## BUI Enforcement Training Available

NASBLA has scheduled five Boating Under the Influence (BUI) Detection and Enforcement training seminars for 2006. Produced with grant assistance from the U.S. Coast Guard, the training is designed to provide officers with the comprehensive knowledge and skills necessary to reduce the number of alcohol-related accidents and fatalities on the water. The seminars were also created to foster a stronger and more visible deterrent to alcohol use among boaters.

The 2006 BUI seminars are scheduled as follows:

February 13-15	Des Moines, Iowa
March 13-15	Albuquerque, New Mexico



March 27-29 Ashburn, Virginia

April 3-5 Ft. Worth, Texas

June 19-21 Maine

The course consists of 24 hours of classroom instruction. Topics covered include detection and general deterrence, afloat and ashore field sobriety testing, and preparing for trial.

The training is intended for active local, state, and federal marine law enforcement officers. Registration for each seminar is limited to 32 students, so be sure to register early. For additional information and to register online, visit [www.nasbla.org](http://www.nasbla.org). If you have any questions, please contact Chris Moore at (859) 225-9487 or [chris@nasbla.org](mailto:chris@nasbla.org).



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News from BoatU.S. – Boat Owners Association of The United States

## Top Five Myths About Extended Service Contracts

**W**ith the winter boat-buying season coming up, many new boat owners may decide to purchase an extended service contract. Essentially a repair insurance policy that provides specific service guarantees after a warranty expires, a contract may offer a boater peace of mind—but that could come with a hefty price tag.

The BoatU.S. Consumer Affairs division, with over 20 years of experience helping boaters safely navigate the boat-buying process, has some helpful advice:

**Myth #1: "Extended service contracts are warranties."** Although they're often referred to as "warranties," service contracts are not an extension of a manufacturer's warranty. By law, express warranties—also known as written warranties—come free with a product and are the manufacturer's promise to make repairs. Extended service contracts provide maintenance and/or repair services.

**Myth #2: "Extended service contracts offer 'bumper-to-bumper' protection."** A manufacturer's warranty is a legal obligation to repair, replace, or refund the purchase price of a product if there's a problem. A service contract is an obligation only to cover what the contract states. So before you buy, ask to see a copy of the actual contract—not just the promotional brochure.

**Myth #3: "Dealers always take care of the paperwork."** Once you've purchased a service contract or transferred an existing one from seller to buyer, it is the dealer's or seller's responsibility to register it with the servicing company. If they don't, you could be out of luck when you need it. Most contracts require that they be registered within 30 days of purchase, but nearly 25 percent of all extended service contract complaints made to the BoatU.S. Consumer Protection Bureau involve dealers who have failed to do this.

BoatU.S. recommends that boaters contact their extended service contract company no later than 20 days after the purchase of a boat, leaving time to resolve a situation if the dealer hasn't. Also, if a boat still has an original warranty, make sure the contract doesn't overlap the warranty period, since warranty coverage is free.

**Myth #4: "All service contracts are created equal."** While they may look the same, multiple contracts reflect big differences in coverage and deductibles. Some plans limit payouts that could affect boats with recurring problems, and some cost extra for coverage for haul-outs, towing, or delivery charges. BoatU.S. recommends comparison shopping or asking your fellow boaters about their contract experiences.

**Myth #5: "Buy a used boat, buy an extended service contract."** Extended service contracts aren't for everybody. Understand that most plan exclusions give service contract companies some "wiggle room," such as the case of a BoatU.S. member who was denied replacement of a third engine in three years because it was a recurring failure. Another boater was denied coverage for a covered engine coupler that was worn—the service company said it didn't cover parts that fail due to wear and tear. BoatU.S. advises that before you buy, read the fine print.

If you have any questions about extended service contracts, or to request a free copy of the BoatU.S. *Guide to Marine Service* (a step-by-step reference tool for boat owners), call the BoatU.S. Consumer Protection Bureau at 703-461-2856, email [ConsumerProtection@BoatUS.com](mailto:ConsumerProtection@BoatUS.com), or go to <http://My.BoatUS.com/consumer/order.asp>.

BoatU.S.—Boat Owners Association of The United States—is the nation's leading advocate for recreational boaters, providing its 630,000 members with a wide array of consumer services.

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News from the National Association of State Boating Law Administrators

## Guide Offers Advice for Managing Multiple-Use Waterways

**T**he National Association of State Boating Law Administrators (NASBLA), in partnership with the National Water Safety Congress (NWSC), is pleased to present the second edition of *A Guide for Multiple-Use Waterway Management*.

Focusing on the issues surrounding multiple-use waterways and their management, this updated *Guide* revisits many of the topics presented in the edition first published by the NWSC in 1996. But its perspective, structure and scope reflect the evolution in experience with multiple-use waterway issues and management strategies over time, as well as the tremendous amount of information that is rapidly becoming available electronically via the Internet.

The publication will serve as a valuable tool for resource managers, regulators, and planners at the regional, state, and local levels by offering guidance and possible management methods. This *Guide* begins by taking a look at the trends, factors, opportunities, and even stumbling points involved in planning for and managing those multiple-use public waterways today. The *Guide's* core consists of "lessons worth learning" for formulating viable multiple-use strategies, plans, and solutions.

*A Guide for Multiple-Use Waterway Management* is available for \$75 (US) per copy, plus \$4.95 shipping & handling. To order, fax your request on agency letterhead to (859) 231-6403. Agency check, purchase order, Visa, MasterCard, or American Express are accepted. If you have questions, please call (859) 225-9487.

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## Upcoming Events

### January

January 4-8, 2006 — Annual Meeting, United States Power Squadrons®, Rosen Center, Orlando, FL

January 18-22, 2006 — National Sailing Programs Symposium, US SAILING, Long Beach, CA  
<http://www.ussailing.org/training/nsps/2006>

January 23-24, 2006 — 2nd Conference on Marine Industry Technical Training (COMITT '06), American Boat & Yacht Council (ABYC), Safety Harbor, FL,  
<http://www.abycinc.org/comitt/index.cfm>

January 29 - February 1, 2006 — International Marina & Boatyard Conference, Association of Marina Industries, Orlando, FL, [www.MarinaAssociation.org](http://www.MarinaAssociation.org)

### March

March 18-20, 2006 — Annual Conference, Personal Flotation Device Manufacturers Association (PFDMA), Galveston, TX. Contact Bernice McArdle at [bmcardle@nmma.org](mailto:bmcardle@nmma.org) for more information.

### April

April 30, 2006 — General Membership Meeting, National Safe Boating Council (NSBC), Palm Harbor, Florida, [www.safeboatingcouncil.org](http://www.safeboatingcouncil.org)

April 30 - May 3, 2006 — International Boating and Water Safety Summit, National Safe Boating Council (NSBC), Palm Harbor, Florida, [www.safeboatingcouncil.org](http://www.safeboatingcouncil.org)

### May

May 4-5, 2006 — Instructor Certification Course, National Safe Boating Council (NSBC), Palm Harbor, Florida, [www.safeboatingcouncil.org](http://www.safeboatingcouncil.org)

May 14-17, 2006 — Annual Conference, Western States Boating Administrators Association, Kauai, Hawaii. For more information, call 208.334.4180 x 224

May 16, 2006 — Congressional Reception, National Safe Boating Council (NSBC), Washington, D. C., [www.safeboatingcouncil.org](http://www.safeboatingcouncil.org)

May 20-26, 2006 — National Safe Boating Week, National Safe Boating Council (NSBC), Nationwide, [www.safeboatingcampaign.com](http://www.safeboatingcampaign.com)

### June

June 3-11, 2006 — National Fishing and Boating Week, Recreational Boating and Fishing Foundation (RBFF), [www.takemefishing.org](http://www.takemefishing.org)

June 5-9, 2006 — Spring Meeting, National Association of State Boating Law Administrators (NASBLA), Covington, Kentucky. For more information, call 859.225.9487, or e-mail [info@nasbla.org](mailto:info@nasbla.org)

### August

August 12, 2006 — National Marina Day, Association of Marina Industries Nationwide, [www.MarinaAssociation.org](http://www.MarinaAssociation.org)

August 15-20, 2006 — Governing Board Meeting, United States Power Squadrons®, New York, NY

### September

September 24, 2006 — General Membership Meeting, National Safe Boating Council (NSBC), Louisville, Kentucky, [www.safeboatingcouncil.org](http://www.safeboatingcouncil.org)

September 21-27, 2006 — Annual Conference, National Association of State Boating Law Administrators (NASBLA), Louisville, Kentucky. For more information, call 859.225.9487, or e-mail [info@nasbla.org](mailto:info@nasbla.org)

## November

November 1-3, 2006 — International BoatBuilders' Exhibition & Conference (IBEX), National Marine Manufacturers Association (NMMA), Miami, FL

## September 2007

September 4-11, 2007— Annual Conference, National Association of State Boating Law Administrators (NASBLA), Burlington, Vermont. For more information, call 859.225.9487, or e-mail [info@nasbla.org](mailto:info@nasbla.org)

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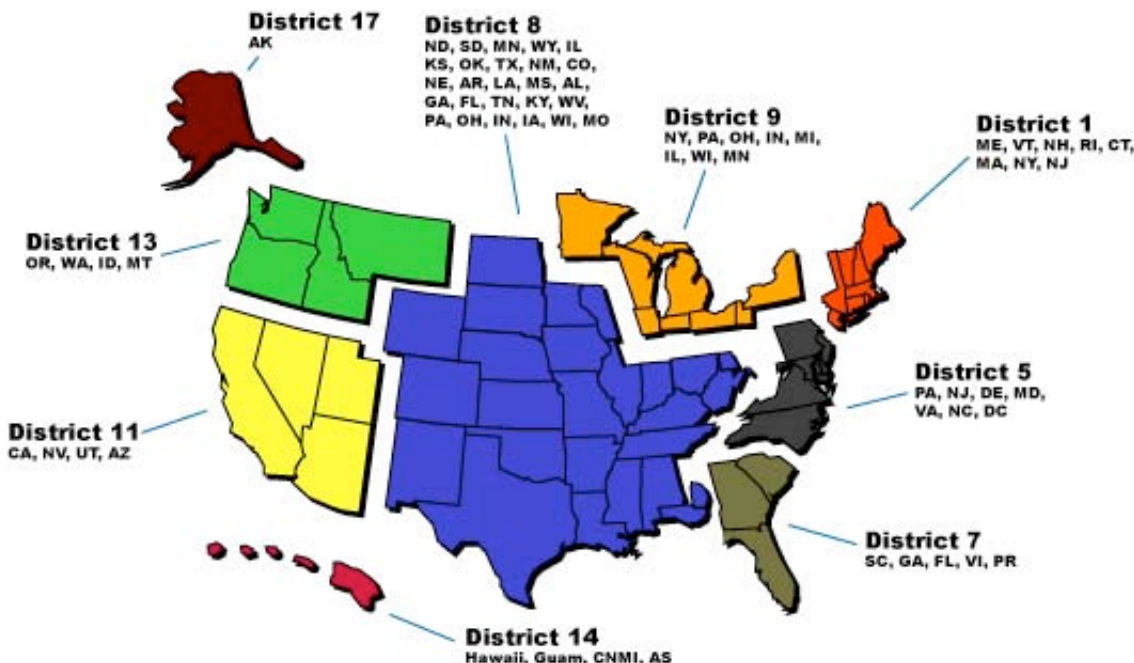


# WAYPOINTS

This Newsletter is Published in Support of the Many Partners of the U.S. Coast Guard Office of Boating Safety.

January 2006 | Issue No. 12

## RBS Specialist News



### January 2006 Updates

#### FIRST COAST GUARD DISTRICT

**Al Johnson**, Recreational Boating Safety Specialist  
(617) 223-8464 – phone  
[ajohnson@d1.uscg.mil](mailto:ajohnson@d1.uscg.mil)

#### **Connecticut, Maine, Massachusetts, New Hampshire, New York, Rhode Island, Vermont**

Preliminary 2005 data on 39 recreational boating and paddling fatalities in the Northeast's First Coast Guard District is indicating a very modest decline from the 41 fatalities that occurred in 2004. These 41 fatalities, like the 676 that occurred nationwide in 2004, the lowest numbers to date, is proof positive that the many individuals, states, groups, and organizations who promote boating and paddling safety and education are making a difference. While any recreational boating or paddling fatality is tragic, it's hopeful to think that this downward trend will continue. Also, as in 2004, non-motorized vessels accounted for over 51 percent of First Coast Guard District fatalities.

The New York National Boat Show will run from December 31 through January 8 in New York City.

Best wishes for a safe and happy New Year.

#### FIFTH COAST GUARD DISTRICT

**Dennis Sens**, Recreational Boating Safety Specialist  
(757) 398-6204 – phone  
[Dennis.M.Sens@uscg.mil](mailto:Dennis.M.Sens@uscg.mil)

#### **Delaware, Maryland, New Jersey, North Carolina, Pennsylvania, Virginia, District of Columbia**

On December 2, 2005, I attended the Introductory Visit with North Carolina Boating Law

Administrator (BLA), NC Wildlife Resources Commission (NCWR) officers, U.S. Coast Guard Sector North Carolina command & staff. The meeting was held at U.S. Coast Guard Sector North Carolina operations base, Atlantic Beach, NC. Introductory welcoming remarks and sector overview provided by Sector Commander, Captain Lee. Colonel Everhart of the NCWR outlined his state agency's organization in terms of staff, resources, and enforcement jurisdiction. The discussions during the meeting included U.S. Coast Guard reporting of boating accidents to the state, partnerships in future marine events and boating under the influence (BUI) enforcement. Both the U.S. Coast Guard Sector Commander and the NCWR articulated strong commitment to working together in future operations. Of note was the U.S. Coast Guard-State RBS MOA was up-to-date, signed June 2005.

This was clearly one of the most productive meetings with our state partners that I have experienced during my involvement in the RBS program. This venue facilitated both the state and U.S. Coast Guard's discussion of specific issues for immediate and long range concerns that will contribute to a stronger professional relationship. The introductory nature of this meeting that involved excellent representation from both the state and federal sides was helpful for future contacts in day-to-day operations. I know everyone appreciated the warm hospitality extended by U.S. Coast Guard Sector North Carolina.

**FUTURE PLANS:** Our goal is to conduct visits with the remaining boating law administrators (BLAs) and D5 Sector commands prior to the 2006 boating season. Additionally, the D5 staff is busy preparing for the 2006 boat show season. Our new "You're in Command. Boat Responsibly!" display will be making the circuit this year.

### **SEVENTH COAST GUARD DISTRICT**

**Bruce R. Wright**, Recreational Boating Safety Specialist  
(305) 415-7057 - phone  
[bwright@d7.uscg.mil](mailto:bwright@d7.uscg.mil)

***Florida, Georgia, South Carolina, Puerto Rico, Virgin Islands***

The Seventh District Recreational Boating Specialist will be attending the following upcoming events to spread the word about boating safety:

- Annual United States Power Squadrons® Meeting, January 5-8, Orlando, Florida
- Atlanta Boat Show, January 11-15
- Miami International Boat Show, February 16-20
- Savannah Boat Show, February 24-26
- International Association of Marine Investigators, Virginia Beach

### **EIGHTH COAST GUARD DISTRICT**

**Kevin Kelly**, Chief, Recreational Boating Safety  
(504) 589-6770 - phone  
[kkelly@d8.uscg.mil](mailto:kkelly@d8.uscg.mil)

***Alabama, Arkansas, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Mississippi, Missouri, Nebraska, New Mexico, North Dakota, Oklahoma, South Dakota, Tennessee, Texas, West Virginia, Wyoming***

### **Coast Guard Auxiliary and Katrina**

As members of the U.S. Coast Guard, U.S. Coast Guard Auxiliary, and many other organizations work to bring people to safety, they can only hope that their own families are well, and that someone will be there to help them.

We continue to seek out members of the U.S. Coast Guard Auxiliary who have been affected by the disaster. We're focused on making contact with members in need, and on working to deliver assistance.

The U.S. Coast Guard Auxiliary Association is teaming with U.S. Coast Guard Mutual Assistance (CGMA) to leverage the donated funds we have available with their funds and those provided by the U.S. Coast Guard Foundation. This will significantly increase the funds available to all our affected U.S. Coast Guard family members. We will work with CGMA to identify Auxiliaries and guide them and other U.S. Coast Guard family members to CGMA representatives in the Gulf Coast region.

### **How to Help**

The U.S. Coast Guard Auxiliary Association has established Operation Life Ring-Hurricane Katrina Disaster Relief Fund to assist U.S. Coast Guard Auxiliary, U.S. Coast Guard personnel, and their families in the affected areas.

Make a tax deductible contribution through the Operation Life Ring–Hurricane Katrina Disaster Relief Fund on this secure server: <http://www.operationlifering.org/>.

## **NINTH COAST GUARD DISTRICT**

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### ***Michigan, Minnesota, Ohio, Wisconsin***

The boating season is over up here on the lakes. Therefore, it's time to shop - for a new boat.

- Jan. 13 – 22: Mid-America Boat Show, America's biggest indoor boat show, sponsored by the Lake Erie Marine Trades Association (LEMTA). International Exposition (I-X) Center, Cleveland, Ohio
- Jan. 18 – 22: Minneapolis Boat Show. Minneapolis Convention Center, Minnesota
- Jan. 11 – 15: Chicago Boat, RV & Outdoor Show. McCormick Place - North Chicago, Illinois
- Feb. 2 – 5: Strictly SAIL Chicago. Navy Pier, Chicago, Illinois
- Feb. 7 – 10: 9th District Ice Symposium, Bay City, Michigan. (Ice rescue training and cold weather safety.)

## **ELEVENTH COAST GUARD DISTRICT**

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### ***Arizona, California, Nevada, Utah***

The frost is still on the sidewalk but the boat shows have started in earnest:

- San Diego kicks things off with their boat show on January 5 – 8.
- Reno, Nevada holds the Boat, Sport & RV Show on January 28 – 29.
- The Los Angeles Boat Show and Northern California Boat Show (Pleasanton) both run from Jan. 27 – Feb. 5.
- There are two January settings for the International Sportsmen's Exposition including Sacramento (19 – 22) and San Mateo (12 – 15).

The annual Colorado River Law Enforcement Association (CRLEA) meets in Laughlin, Nevada on January 26 and 27 bringing together law enforcement entities from Arizona, California, Nevada and Utah, as well as numerous federal, county, and city law enforcement agencies that have responsibilities on the Colorado River. The Colorado River winds through all four states and is one of the busiest boating waterways in the country. CRLEA exists to foster interstate cooperation, uniform boating laws, and public education. For more information visit [www.crlea.org](http://www.crlea.org)

## **THIRTEENTH COAST GUARD DISTRICT**

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### ***Idaho, Montana, Oregon, Washington***

Happy New Year from the Pacific Northwest!

With the New Year, we embark on challenges to make the boating experience more exciting and fun. It has been an exciting year with many changes and initiatives in boating safety—and the future looks even brighter.

In 2005:

- Washington State's Mandatory Boater Education Law was passed, and by January 1, 2007, all boaters 20 years of age and younger will be required to possess a boater education card.

- Boating Law Administrators Mr. James Horan (WA) and Mr. Corby Christensen (ID) have moved on to other endeavors. Their experience, drive, and vision of boating safety in our region will be greatly missed. We wish them both the best of luck on their future endeavors.
- We also welcome back Mr. Jim French to the BLA position in Washington State.
- Boating Under the Influence (BUI) enforcement initiatives were emphasized, with a significant increase in enforcement actions against those who can't seem to figure out that boating and alcohol don't mix. During the three-day Seattle Sea Fair festivities on Lake Washington alone, 45 arrests were made for BUI.
- The Oregon State Marine Board and U.S. Coast Guard have begun a partnership to focus on Coastal Boating Safety and provide information and education to boaters on the hazards of crossing the sometimes dangerous Pacific Northwest bars. Major points of emphasis are: learning weather patterns and conditions, learning about the bar restriction regulations, having the proper safety equipment, and of course, life jacket wear!
- Lewis and Clark once again made their way through the Pacific Northwest during the Bicentennial re-enactment. Numerous Federal, State and local organizations in Montana, Idaho, Washington, and Oregon worked relentlessly over the past several years to make the re-enactment, ceremonies and festivals along the entire route a success.

We look forward to many more successes in the coming years and know that 2006 will be the safest year yet. Thanks to all who work to make boating the best form of outdoor recreation there is!

#### **FOURTEENTH COAST GUARD DISTRICT**

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##### ***Hawaii, Guam, American Samoa, Northern Marianas***

On December 6th, a 49-year old man lost his life in a kayak-related incident, when his kayak capsized. He had made the conscious decision not to wear a life jacket. The life jacket was available in the vessel, but he chose not to wear it. The decision he made was a permanent one.

No one can turn the clock back and undo decisions. For the rest of us, we must make the decision to wear a life jacket before entering a waterborne vessel and before it's too late. Wear your life jacket! Life Jackets save lives.

November 16–18: the Boating Law Administrators from American Samoa, CNMI, Guam, and Hawaii met in Honolulu at the annual U.S. Coast Guard/BLA Workshop. Several topics pertinent to boating safety and homeland security were discussed. It was brought out repeatedly that use of the public media to deliver boating safety messages to the public is strongly encouraged and vitally needed. The boating public must realize that boaters themselves must take a greater responsibility in compliance with safety laws and regulations. There never will be enough police on the water to make certain that laws of sensibility are obeyed. Boaters must make conscientious decisions to practice safety. That's the only way.

For Pacific Island people, the first of the year is the time to renew your free Vessel Safety Check (VSC). Do it now! A little preparation goes a long way.

Happy years come from safety practiced every day. Make this year a very happy and prosperous one by living safely.

#### **SEVENTEENTH COAST GUARD DISTRICT**

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##### ***Alaska***

Recreational boating north of 60°N (Latitude) gets increasingly difficult as the winter cold marches southward. A few hearty souls plying the salt water around the Inside Passage waterways pay special attention to weather and icing conditions throughout the winter months, while the vast majority of recreational boaters in Alaska are busy planning next season's

fishing trips. Regardless of when you boat in Alaska, our water seldom gets over 60°F even in the summertime, making cold water immersion and hypothermia very real threats to survival. Dr. Gordon Giesbrecht of the University of Manitoba spent time in Alaska this past summer filming a Cold Water Survival video scheduled to be released soon.

D17 enforcement boardings have reached over 1200 Alaskans in CY2005 and we are seeing steady increases with carriage requirements compliance. Boaters in full compliance have reached 51 percent during this past season, a great testimony to the combined efforts in proactive boater's education by the State of Alaska Office of Boating Safety, Alaska Department of Public Safety, U.S. Coast Guard Auxiliary, Alaska Marine Safety Education Association, Injury Prevention programs, and a host of other organizations and individuals committed to increasing safety on Alaska's unforgiving waters.

Several RBS projects are on the drawing board for District 17, including a brand-new look at a risk-management training curriculum. This course will be designed to reach three basic boater groups: Families, Buddies and the Solo boater. Each group will get training based on their specific dynamics that will enable better risk-based decision making with real-life scenarios. Field tests are planned to begin in early 2006. Another project is a District 17 Resource Book that will contain RBS contact points, safety product brochures and suppliers, boating safety training opportunities, and a host of other boating safety related information sources.

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## U.S. Coast Guard Recreational Boating Statistics

Click on the link below to download the U.S. Coast Guard Office of Boating Safety's 2004 Recreational Boating Statistics Report:

[2004 Recreational Boating Statistics](#) (Acrobat PDF - 852 KB)



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