

WAYPOINTS

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

October 2005 | Issue No. 9



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Featured Story

Wade Bourne and the U.S. Coast Guard Take Aim at Hunter Safety on the Water

All is still on the glassy lake in the pre-dawn hours. Fog slowly drifts skyward as you hide in the camouflage of your small duck hunting boat a faithful retriever alert at your side. Crickets provide a constant backdrop of sound, but the deep croak of a frog punctuates the atmosphere every now and then, reminding you that time is moving as you lie in wait.



Suddenly, you hear a splash. As quickly as you move for your shotgun, your dog is faster. Before you can adjust your footing and get that shot fired, the excited retriever dashes to the other side of the boat. And before you can reach for your life jacket, you're in the water, along with most of the supplies in your now overturned boat.

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Upcoming Events

- November 10 - 13 - Fort Myers Boat Show. Fort Myers, FL.
- November 12 - 15 - National Boating Safety Advisory Council (NBSAC) meeting, Arlington, VA.
- November 13-20 — Super Boat International Race, Key West, FL
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Featured Story

U.S. Senate Thanks U.S. Coast Guard for Hurricane Service

The United States Senate passed Senate Resolution 246 on September 21, 2005, thanking the U.S. Coast Guard for the heroic service it provided in the days leading up to and following Hurricanes Katrina and Rita. Read the full text of the resolution below.



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RBS Specialists News



Featured Story

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Manassas, VA - John Michael Malatak was honored for his commitment, hard work and dedication to boating safety as he



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was inducted into the National Safe Boating Council (NSBC) Boating Safety Hall of Fame on Saturday, September 10, 2005. Mr. Malatak has been an extremely active participant in boating safety for over 35 years and has made a significant impact on many boating organizations.

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[U.S. Coast Guard Recreational Boating Statistics](#)

Sledd Elected President of National Boating Safety Organization

At its 46th annual meeting, the National Association of State Boating Law Administrators (NASBLA) elected...

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Nautical Term of The Month

What is a Keelson? A timber or girder fastened above and parallel to the keel of a ship or boat for additional strength.

Limbering Holes are one of a series of square holes cut through the floor timber of on each side of the keelson allowing bilge water to pass to the pump well.

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[National Water Safety Congress](#)

National Boating Safety Advisory Council to Meet in Arlington, VA this November

The subject notice of meetings, which you can view by clicking [here](#), announces the upcoming National Boating Safety Advisory Council (NBSAC) meeting in Arlington, VA.

The full Council will meet on Saturday, November 12, 2005, from 1 p.m. to 5 p.m., on Monday, November 14, 2005, from 1:30 p.m. to 4:30 p.m., and on Tuesday, November 15, 2005, from 8:30 a.m. to 12 noon.

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Please submit comments to: newsletter@uscgboating.org

U.S. Coast Guard Office of Boating Safety Infoline: 1-800-368-5647
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All is still on the glassy lake in the pre-dawn hours. Fog slowly drifts skyward as you hide in the camouflage of your small duck hunting boat a faithful retriever alert at your side. Crickets provide a constant backdrop of sound, but the deep croak of a frog punctuates the atmosphere every now and then, reminding you that time is moving as you lie in wait.

Suddenly, you hear a splash. As quickly as you move for your shotgun, your dog is faster. Before you can adjust your footing and get that shot fired, the excited retriever dashes to the other side of the boat. And before you can reach for your life jacket, you're in the water, along with most of the supplies in your now overturned boat.

The above scenario may not have yet happened to you, but, unfortunately, it, or something similar, has happened to many: hunters and anglers make up one-third of all boating fatalities. From the most experienced to the least, hunters have come face to face with the unexpected - some have survived it, others have not.

The question is not: will an accident happen? The question is: will you be prepared *when* an accident happens? This season, the U.S. Coast Guard is taking steps to make sure that the answer to that question is a resounding yes!

According to John Malatak, Program Operations Division Chief, U.S. Coast Guard Office of Boating Safety, waterfowl hunters tend to think of themselves not as "boaters" but as "hunters." "Combine this thinking with the belief that a life jacket will be an unwelcome addition to an already bulky, hunting-gear-laden outfit, and you've got a recipe for disaster."

To combat this dangerous thinking, professional hunter and angler Wade Bourne, host of the Outdoor Life Network's *Ducks Unlimited*, has joined with the U.S. Coast Guard to remind waterfowl hunters that they're boaters too, and need to take the same boating safety precautions.

"Accidents occur when you least expect them," says Bourne. "I know people who have life jackets in the boat, but they're in a hurry to get out to the blind, or get out to that spot where they see ducks working, and they just don't take time to put 'em on."

Bourne joins the U.S. Coast Guard on its multi-year "You're in Command. Boat Responsibly!" initiative that encourages boaters to follow four boating safety principles to ensure the safety of boaters and their passengers: always wear a life jacket, never boat under the influence (BUI), get a free Vessel Safety Check (VSC), and take a boating safety course. The U.S. Coast Guard promotes this initiative to all recreational boaters, but has identified key groups at high risk for boating-related fatalities: hunters, anglers, and paddlers.

As an expert hunter and TV personality, Bourne has ready access to the sportsmen who already see him as a voice of authority. "Wade Bourne was really the perfect partner to help the U.S. Coast Guard reach out to waterfowl hunters," explains Captain James Hass, acting director of U.S. Coast Guard operations policy. "His hunting expertise, as well as his many years of involvement in the hunting community through his numerous books, articles, and TV and Radio shows, make him a person that hunters will listen to."

As a spokesman for the campaign, Bourne is featured in numerous campaign initiatives including a 30-second television public service announcement (PSA) that will be distributed to stations across the country, a national radio interview tour on some of the most popular syndicated radio sports shows, and a variety of print articles and broadcast news segments. In addition to the basic tenets of "You're in Command. Boat Responsibly!", Wade is helping to promote key safety tips that relate specifically to the hunting community. A few of these safety messages include: don't overload your boat, always carry a survival kit, and always file a float plan with a trustworthy adult.

In all of his education efforts, Bourne is also quick to discuss the comfort and convenience of the modern life jacket. "With the number of options that are now available to hunters, there's no excuse not to wear one," says Bourne. In fact, hunters today can choose from float coats, inflatable suspender-style vests, or inflatable belt packs that can work within the confines of the other gear that hunters must wear.

Expect the Unexpected

"One reason I wanted to do this spot for the Coast Guard especially, is to reach those young hunters and tell them: you must take those safety precautions. I'm telling you, nature is nothing to take chances with," warns Bourne.

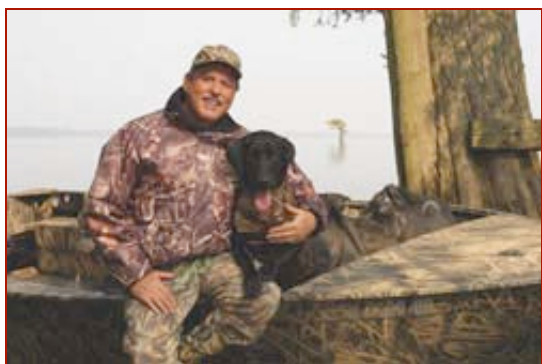
And he is right. Hunters aren't even aware that they, along with anglers, represent a significant number of all boating accident fatalities. Open motorboats 21 feet and under, the type most commonly used by waterfowl hunters, are also the most common type of boat involved in boating accidents.

Bourne's interest in boating safety stems from his own experiences on the water witnessing first-hand the devastating consequences of not heeding safety precautions. One particular experience, he won't soon forget. As he and a friend were hunting together on a lake one day, they noticed four other hunters on a boat in the distance. The next thing he knew, they were waving frantically for help. When Wade reached the crew, he came face to face with every boater's worst nightmare: the boat had capsized and one of the foursome was not able to make it back to shore. He was not wearing a life jacket, and drowned in the cold water.

The incident detailed above is, unfortunately, not unique. The statistics show that 90 percent of boating fatality victims who drowned in 2004 were not wearing life jackets. As stunning as those statistics are, Bourne is not surprised. "Most hunters, along with other sportsmen, get complacent on the water," Bourne said. "It's familiar territory and familiarity often leads to a false sense of security."

A fact the U.S. Coast Guard is all too acquainted with. But for the Office of Boating safety, such challenges are also opportunities.

Joining the Team



To bring these all-important safety messages to recreational boaters everywhere, Bourne joins a cadre of other celebrity partners in promoting the "You're in Command" philosophy, including NASCAR's Labonte Family; whitewater kayaker and 2004 Olympic Silver Medalist Rebecca Giddens; Emmy-nominated actor and boating enthusiast John Amos; and legendary bass angler Bill Dance. All are boating enthusiasts with an eye towards keeping recreational boating the fun, exhilarating pastime that it is for millions of American families.

Through continued media and outreach initiatives, the U.S. Coast Guard is committed to promoting these safety messages to the approximately 78 million recreational boaters throughout the country. You can do your part by passing this article along to any hunters or anglers you may know to remind them of the importance of prioritizing safety on the water. Together, we can reduce the number of boating-related fatalities and make sure that boating remains what it is intended to be - a most treasured American pastime.

For more information about boating responsibly, visit www.uscgboating.org , or call the U.S. Coast Guard Infoline, 1-800-368-5647.

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U.S. Senate Thanks U.S. Coast Guard for Hurricane Service

The United States Senate passed Senate Resolution 246 on September 21, 2005, thanking the U.S. Coast Guard for the heroic service it provided in the days leading up to and following Hurricanes Katrina and Rita. Read the full text of the resolution below.

To express the sense of the Senate regarding the missions and performance of the United States Coast Guard in responding to Hurricane Katrina. (Agreed to by Senate)

SRES 246 ATS
109th CONGRESS
1st Session
S. RES. 246

To express the sense of the Senate regarding the missions and performance of the United States Coast Guard in responding to Hurricane Katrina.

IN THE SENATE OF THE UNITED STATES
September 21, 2005

Ms. SNOWE (for herself, Ms. CANTWELL, Ms. MIKULSKI, Mr. INOUE, Mr. STEVENS, Mr. MARTINEZ, Mr. LOTT, and Ms. MURKOWSKI) submitted the following resolution; which was considered and agreed to

RESOLUTION

To express the sense of the Senate regarding the missions and performance of the United States Coast Guard in responding to Hurricane Katrina.

Whereas the United States Coast Guard has been charged by Congress with missions central to protecting the lives and well-being of individuals and communities in the United States, including protecting homeland security, conducting search and rescue of lives in danger, protecting marine environments from pollution, maintaining maritime safety and aids to navigation, enforcing Federal fishing laws, and intercepting illegal drugs and migrants before they reach our shores;

Whereas the Coast Guard anticipated the potential for significant loss of life and property as Hurricane Katrina approached Louisiana, Mississippi, and Alabama and made landfall on August 29, 2005, and, in advance of the storm, relocated its personnel, vessels, and aircraft out of harm's way;

Whereas Hurricane Katrina made landfall as a Category 4 hurricane with winds reaching 175 miles per hour and massive storm surges, the combination of which left a trail of devastation unprecedented on United States soil, as it leveled countless homes, businesses, and other structures, displaced millions of people from their communities, and otherwise made coastal urban and rural areas unliveable;

Whereas the Coast Guard immediately deployed nearly 1,000 personnel, including captains, crew, pilots, rescue swimmers, pollution response teams, and other specialists and reservists, from stations all over the country, to coastal areas affected by the hurricane, for a total regional force size of approximately 3,619 personnel;

Whereas Coast Guard personnel who had never personally worked together before began to work as teams to conduct and coordinate search and rescue operations while Hurricane Katrina continued to bear down on the central Gulf of Mexico shoreline;

Whereas the Coast Guard rescued or evacuated 33,544 individuals as of September 21, 2005, a number that represents eight times the number of lives saved by the Coast Guard in an average year;

Whereas three Coast Guard pollution response Strike Teams responded to 1,129 pollution incidents as of September 20, 2005, which include total discharges of more than 7 million gallons of oil, unknown amounts of sewage, and unknown quantities of other toxic chemicals,

and the Coast Guard has contained or otherwise closed 426 of these cases;

Whereas Coast Guard buoy tenders have responded to 964 discrepancies in buoys and other aids to navigation and have restored 39 of 48 critical aids to navigation as of September 21, 2005;

Whereas the costs of responding to Hurricane Katrina have depleted the Coast Guard's operations and maintenance budget for fiscal year 2005 and are rapidly depleting its budget for fiscal year 2006, and the Coast Guard's costs associated with this hurricane are anticipated to exceed \$500 million;

Whereas the Coast Guard performed its hurricane response missions largely with outdated legacy assets, increasing the wear and tear on these assets while foregoing regularly scheduled maintenance activities in the interest of sustaining its surge in life-saving operations;

Whereas the Coast Guard already conducts its missions with the 40th oldest fleet of the 42 nations with Coast Guard or naval fleets;

Whereas the Coast Guard's program, known as Deepwater, for modernizing its fleet of vessels and aircraft, is vital for increasing the capabilities in performing its missions in the face of ever-increasing natural and human threats;

Whereas the Deepwater program requires sustained Federal funding commitments in order for the citizens of the United States to realize the benefits of the Coast Guard having state-of-the-art vessels, aircraft, technologies, and interoperable communication equipment;

Whereas in addition to covering operation and maintenance costs of a rapidly aging fleet, the Coast Guard needs to rebuild several Coast Guard facilities in Louisiana, Mississippi, and Alabama, including Station Gulfport which was completely destroyed and where personnel are now working in trailers amidst the ruins of that station;

Whereas the Coast Guard needs a strong Federal funding commitment to ensure that all of its unexpected expenditures during its response to Katrina are reimbursed;

Whereas more than 700 Coast Guard personnel stationed in the Gulf region lost their homes and all personal property and are now living on overcrowded Coast Guard vessels and in makeshift shelters;

Whereas before, during, and after the landfall of Hurricane Katrina, Coast Guard personnel exhibited determination and a full commitment to their missions, and the Coast Guard has proven to be one of the most resourceful and capable services in the United States government;

Whereas before, during, and after the landfall of Hurricane Katrina, Coast Guard personnel performed their missions with the highest level of bravery and self-sacrifice, and their effectiveness in performing their missions is unparalleled in the United States government;

Whereas the Coast Guard has an operational and command structure that allowed it to quickly take a leadership role in saving lives, without waiting for instruction or permission to act;

Whereas the Coast Guard's operational and command structure continues to serve as a model for other agencies that need to respond quickly to large-scale natural and man-made disasters; and

Whereas the Coast Guard's effective leadership in responding to the aftermath of Hurricane Katrina, and the appointment of Vice Admiral Thad Allen as the primary Federal officer in charge of this response, is helping to restore the public's confidence in the Federal response effort: Now, therefore, be it

Resolved, by the Senate, That it is the sense of the Senate that--

(1) the United States Coast Guard should receive Congress's highest commendation for its tremendous and highly effective response to the events surrounding Hurricane Katrina;

(2) the United States Congress should commit to providing the Coast Guard with the resources it needs to modernize and maintain its fleet of vessels and aircraft; and

(3) the Administration should ensure that the Coast Guard receives sufficient funding to cover its unexpected operational and capital costs associated with Hurricane Katrina.

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Boating Safety Champion John Malatak Inducted into National Safe Boating Council Boating Safety Hall of Fame

Manassas, VA - John Michael Malatak was honored for his commitment, hard work and dedication to boating safety as he was inducted into the National Safe Boating Council (NSBC) Boating Safety Hall of Fame on Saturday, September 10, 2005. Mr. Malatak has been an extremely active participant in boating safety for over 35 years and has made a significant impact on many boating organizations. His involvement in the development of national boating safety programs has been widely recognized. Mr. Malatak's contributions and commitment to the field of boating safety make him an exceptional choice for the NSBC Boating Safety Hall of Fame.



As Chief of the Program Operations Division for the U.S. Coast Guard Headquarters, and member of organizations such as the U.S. Coast Guard Auxiliary and United States Power Squadrons®, John Malatak has contributed significantly to recreational boating safety on both a professional and personal level. He is responsible for the coordination of all aspects of the U.S. Coast Guard Recreational Boating Safety program, including funding implementation and outreach and awareness programs. In addition, he continues to teach numerous

boating safety courses, ranging from general boating and water safety, to more advanced safety topics such as Coastal Navigation, Advanced Piloting, and Search and Rescue as a Boating Safety Master Instructor. His accomplishments and influence continue to move boating safety steadily forward.

The National Safe Boating Council Boating Safety Hall of Fame honors those individuals who have shown exemplary leadership and performed outstanding, lasting service on behalf of the boating safety community. Those inducted into this prestigious Hall of Fame have contributed significantly to the advancement of safe boating across the continent. All are known as true champions of boating safety.

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Written material and requests to make oral presentations should reach the U.S. Coast Guard on or before Tuesday, October 25, 2005. Requests to have a copy of your material distributed to each member of the committee or subcommittees in advance of the meeting should reach the U.S. Coast Guard on or before Tuesday, October 25, 2005.

NBSAC will meet at the Crowne Plaza Hotel, 1480 Jefferson Davis Highway, Arlington, Virginia 22202. ***[The Crowne Plaza has changed its address to 1480 Crystal Drive, but it's the same building.]*** The subcommittee meetings will be held at the same address.

Send written material and requests to make oral presentations to Ms. Jeanne Timmons, Executive Director of NBSAC, Commandant (G-OPB-1), U.S. Coast Guard Headquarters, 2100 Second Street SW, Washington, DC 20593-0001; telephone, 202-267-1077; fax, 202-267-4285.

This notice is available on the Internet at <http://dms.dot.gov> or at the website for the Office of Boating Safety at URL address www.uscgboating.org. A text version of the subject notice may be obtained through our Office of Boating Safety Web-site, Federal Register page, by clicking on the "GO TO" button and then selecting "HTML" instead of "PDF." You may also obtain a copy of this notice by calling the U. S. Coast Guard Infoline at 1-800-368-5647.

Please pass on the notice of meetings to others who may be interested in the November 2005 NBSAC meeting.

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Consideration of a deepwater port license application includes review of the proposed deepwater port's natural and human environmental impacts. The Coast Guard is the lead agency for determining the scope of this review, and in this case the Coast Guard has determined that review must include preparation of an EIS. This notice of intent is required by 40 CFR 1508.22, and briefly describes the proposed action and possible alternatives and our proposed scoping process. You can address any questions about the proposed action, the scoping process, or the EIS to the Coast Guard project manager identified in **FOR FURTHER INFORMATION CONTACT**.

Proposed Action and Alternatives

The proposed action requiring environmental review is the Federal licensing of the proposed deepwater port described in "Summary of the Application" below. The alternatives to licensing the proposed port are: (1) Licensing with conditions (including conditions designed to mitigate environmental impact), and (2) denying the application, which for purposes of environmental review is the "no-action" alternative.

Scoping Process

Public scoping is an early and open process for identifying and determining the scope of issues to be addressed in the EIS. Scoping begins with this notice, continues through the public comment period (see **DATES**), and ends when the Coast Guard has completed the following actions:

- Invites the participation of Federal, State, and local agencies, any affected Indian tribe, the applicant, and other interested persons;
- Determines the actions, alternatives, and impacts described in 40 CFR 1508.25;
- Identifies and eliminates from detailed study those issues that are not significant or that have been covered elsewhere;
- Allocates responsibility for preparing EIS components;
- Indicates any related environmental assessments or environmental impact statements that are not part of the EIS;
- Identifies other relevant environmental review and consultation requirements;
- Indicates the relationship between timing of the environmental review and other aspects of the application process; and
- At its discretion, exercises the options provided in 40 CFR 1501.7(b).

Once the scoping process is complete, the Coast Guard will prepare a draft EIS,

and we will publish a **Federal Register** notice announcing its public availability. (If you want that notice to be sent to you, please contact the Coast Guard project manager identified in **FOR FURTHER INFORMATION CONTACT**.) You will have an opportunity to review and comment on the draft EIS. The Coast Guard will consider those comments and then prepare the final EIS. As with the draft EIS, we will announce the availability of the final EIS and once again give you an opportunity for review and comment.

Summary of the Application

Neptune LNG, L.L.C. proposes to construct, own and operate a deepwater port, named Neptune, in the Federal waters of the Outer Continental Shelf on blocks NK 19-04 6525 and NK 19-04 6575, approximately 22 miles northeast of Boston, Massachusetts, and approximately 7 miles south-southeast of Gloucester, Massachusetts, in a water depth of approximately 250 feet. The Neptune deepwater port would be capable of mooring up to two approximately 140,000 cubic meter capacity LNG carriers by means of a submerged unloading buoy system.

The LNG carriers, or shuttle regasification vessels (SRVs), would be equipped to store, transport and vaporize LNG, and to odorize and meter natural gas which would then be sent out by conventional subsea pipelines. Each SRV would have insulated storage tanks located within its hull. Each tank would be equipped with an in-tank pump to circulate and transfer LNG to the vaporization facilities located on the deck of the SRV. The proposed vaporization system would be closed-loop water-glycol, re-circulating heat exchangers heated by steam from boil-off gas/vaporized LNG-fired boilers.

The major fixed components of the proposed deepwater port would be an unloading buoy system, eight mooring lines consisting of wire rope and chain connecting to anchor points on the seabed, eight suction pile anchor points, approximately 2.5 miles of natural gas flow line with flexible pipe risers and risers manifolds, and approximately 11 miles of 24-inch natural gas transmission line with a hot tap and transition manifold to connect to the existing Algonquin HublineSM.

Neptune would have an average throughput capacity of 400 million standard cubic feet per day (MMscfd) and a peak capacity of approximately 750 MMscfd. Natural gas would be sent out by means of two flexible risers and a subsea flowline leading to a 24-inch gas transmission line. These risers and flow line would connect the deepwater

port to the existing 30-inch Algonquin HublineSM. No onshore components or storage facilities are associated with the proposed deepwater port application.

Construction of the deepwater port components would be expected to take 36 months, with a startup of commercial operations in late 2009. The deepwater port would be designed, constructed and operated in accordance with applicable codes and standards and would have an expected operating life of approximately 20 years.

In addition, pipelines within the three-mile limit require an Army Corps of Engineers (USACE) permit under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act. Structures such as the moorings and lateral pipelines beyond the three-mile limit require a Section 10 permit.

As required by their regulations, the USACE will maintain a permit file. The USACE New England District phone number is 978-318-8338 and their Web site is <http://www.nae.usace.army.mil>. The new pipeline will be included in the National Environmental Policy Act (NEPA) review as part of the deepwater port application process. The USACE, as a cooperating agency, will assist in the NEPA process as described in 40 CFR 1501.6; will be participating in the scoping meetings; and will conduct joint public meetings with the Coast Guard and MARAD when the draft EIS is released for public comment. Comments sent to the USACE will also be incorporated into the DOT docket and EIS to ensure consistency with the NEPA Process.

Dated: October 13, 2005.

Howard L. Hime,

Acting Director of Standards, Marine Safety, Security, and Environmental Protection, U.S. Coast Guard.

H. Keith Lesnick,

Senior Transportation Specialist, Deepwater Ports Program Manager, U.S. Maritime Administration.

[FR Doc. 05-21007 Filed 10-19-05; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[USCG-2005-22702]

National Boating Safety Advisory Council

AGENCY: Coast Guard, DHS.

ACTION: Notice of meetings.

SUMMARY: The National Boating Safety Advisory Council (NBSAC) and its subcommittees on boats and associated

equipment, aftermarket marine equipment, and prevention through people will meet to discuss various issues relating to recreational boating safety. All meetings will be open to the public.

DATES: NBSAC will meet on Saturday, November 12, 2005, from 1 p.m. to 5 p.m., on Monday, November 14, 2005, from 1:30 p.m. to 4:30 p.m., and on Tuesday, November 15, 2005, from 8:30 a.m. to 12 noon. The Prevention Through People Subcommittee will meet on Sunday, November 13, 2005, from 8:30 a.m. to 12 noon. The Boats and Associated Equipment Subcommittee will meet on Sunday, November 13, 2005, from 1:30 p.m. to 5 p.m. The Recreational Boating Safety Strategic Planning Subcommittee will meet on Monday, November 14, 2005, from 8:30 a.m. to 12 noon. These meetings may close early if all business is finished. On Sunday, November 13, a Subcommittee meeting may start earlier if the preceding Subcommittee meeting has closed early. Written material and requests to make oral presentations should reach the Coast Guard on or before Tuesday, October 25, 2005. Requests to have a copy of your material distributed to each member of the committee or subcommittees in advance of the meeting should reach the Coast Guard on or before Tuesday, October 25, 2005.

ADDRESSES: NBSAC will meet at the Crowne Plaza, 1480 Jefferson Davis Highway, Arlington, VA 22202. The subcommittee meetings will be held at the same address. Send written material and requests to make oral presentations to Ms. Jeanne Timmons, Executive Director of NBSAC, Commandant (G-OPB-1), telephone 202-267-1077, U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001. This notice is available on the Internet at <http://dms.dot.gov> or at the Web site for the Office of Boating Safety at URL address www.uscgboating.org.

FOR FURTHER INFORMATION CONTACT: Ms. Jeanne Timmons, Executive Director of NBSAC, telephone 202-267-1077, fax 202-267-4285. You may obtain a copy of this notice by calling the U.S. Coast Guard Infoline at 1-800-368-5647.

SUPPLEMENTARY INFORMATION: Notice of these meetings is given under the Federal Advisory Committee Act, 5 U.S.C. App. 2.

Tentative Agendas of Meetings

National Boating Safety Advisory Council (NBSAC). The agenda includes the following:

(1) Remarks—Rear Admiral Gary T. Blore, Director of Operations Policy and Council Sponsor.

(2) Swearing in of recent appointees (includes new members and continued members).

(2) Chief, Office of Boating Safety Update on NBSAC Resolutions and Recreational Boating Safety Program report.

(3) Executive Director's report.

(4) Chairman's session.

(5) Report from TSAC Liaison.

(6) Report from NAVSAC Liaison.

(7) Coast Guard Auxiliary report.

(8) National Association of State Boating Law Administrators Report.

(9) Wallop Breaux reauthorization update.

(10) National Transportation Safety Board report.

(11) Update on Personal Flotation Devices (PFDs) on the market for children, including Swimsuit Style

(12) Prevention Through People Subcommittee report.

(13) Boats and Associated Equipment Subcommittee report.

(14) Recreational Boating Safety Strategic Planning Subcommittee report.

Prevention Through People Subcommittee. The agenda includes the following: Discuss current projects and new issues impacting prevention through people.

Boats and Associated Equipment Subcommittee. The agenda includes the following: Discuss current projects and new issues impacting boats and associated equipment.

Recreational Boating Safety Strategic Planning Subcommittee. The agenda includes the following: Discuss current projects and new issues impacting Recreational Boating Safety Strategic Planning.

Procedural

All meetings are open to the public. At the Chairs' discretion, members of the public may make oral presentations during the meetings. If you would like to make an oral presentation at a meeting, please notify the Executive Director of your request no later than Tuesday, October 25, 2005. Written material for distribution at a meeting should reach the Coast Guard no later than Tuesday, October 25, 2005. If you would like a copy of your material distributed to each member of the committee or subcommittee in advance of a meeting, please submit 25 copies to the Executive Director no later than Tuesday, October 25, 2005.

Information on Services for Individuals With Disabilities

For information on facilities or services for individuals with disabilities

or to request special assistance at the meetings, contact the Executive Director as soon as possible.

Dated: October 14, 2005.

James M. Hass,

Captain, U.S. Coast Guard, Acting Director of Operations Policy.

[FR Doc. 05-21008 Filed 10-19-05; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

Notice of Intent To Prepare an Environmental Impact Statement for Amendment of an Incidental Take Permit and the 1997 Habitat Conservation Plan for Kern County Waste Facilities, Kern County, CA

AGENCY: Fish and Wildlife Service, Interior.

ACTION: Notice of intent.

SUMMARY: Pursuant to the National Environmental Policy Act (NEPA), the Fish and Wildlife Service (Service) advises the public that we intend to gather information necessary to prepare, in coordination with the Kern County Waste Management Department (KCWMD), a joint Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) on the Amendment to the Kern County Waste Facilities Habitat Conservation Plan and permit number 830963 (Amendment 1). Amendment 1 is being prepared under Section 10(a)(1)(B) of the Endangered Species Act of 1973, as amended, (ESA). Amendment 1 addresses potential take of threatened and endangered species at Kern County waste facilities due to the proposed expansion of the permit area, new covered activities, and an increase in the number of species covered by Permit 830963. The term of Permit 830963 shall remain at 50 years, expiring in 2047. KCWMD intends to request an ESA permit amendment for 5 species federally listed as threatened or endangered and 14 unlisted species that may become listed during the term of the permit.

The Service provides this notice to: (1) Describe the proposed action and possible alternatives; (2) advise other Federal and State agencies, affected Tribes, and the public of our intent to prepare an EIS/EIR; (3) announce the initiation of a public scoping period; and (4) obtain suggestions and information on the scope of issues to be included in the EIS/EIR. Written comments will be accepted at the public meeting. In addition, you may submit



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

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Courtesy of BoatU.S. Magazine.

Behind the Buoy

by Michael Sciulla, Editor, BoatU.S. Magazine.

Amidst all of the devastation wrought by mother nature along the Gulf Coast in recent months, the image of one U.S. Coast Guard helicopter after another rescuing Hurricane Katrina survivors from raging waters or from rooftops remains with us to this day.

Some 33,000 American citizens were rescued or evacuated by the Coast Guard and the Coast Guard Auxiliary in the aftermath of Katrina. It certainly seemed -- at least to TV viewers -- that in the swirling confusion that surrounded this storm, the U.S. Coast Guard was everywhere. They were among the first to arrive on the scene. They seemed to be on every TV channel, network or cable, helping people in need. They did what had to be done and they did it quickly, quietly and competently.



This kind of rapid response, of course, should come as no surprise to the nation's mariners who are much more familiar with our "Coasties," having relied on them to be there when needed for as long as there have been boats on the water.

Have we taken the Coast Guard for granted over the years? No doubt we have. But our nation's leaders are far more culpable.

For years we have listened to politicians extol the virtues of the Coast Guard's multi-mission philosophy. The Coast Guard, we were assured, could seamlessly shift from handling drug interdiction to interdicting terrorists, to fishing law enforcement, to ice-breaking and to boating safety -- or do them all simultaneously if need be.

But, until just a few years ago, the Coast Guard's ability to transition from one mission to the next wasn't so seamless. While the Congress and President would pour money into the "mission of the moment," the Coast Guard's other missions were often starved. This changed in the aftermath of 9/11 when the agency's overall budget was doubled.

If there is any silver lining to these tragic events it is that the Coast Guard's performance in the face of these natural disasters should leave no doubt that the nation needs a service-oriented service (an SOS if you will) now, more than ever before.

It came as no surprise that the President should turn to the Coast Guard -- the smallest of the nation's armed services -- and name two Coast Guard admirals, Thad Allen as the Principal Federal Officer (PFO) for Katrina response and recovery activities in Louisiana, Mississippi and Alabama and Larry Hereth as Rita PFO for Texas.

Their performance on the national stage -- backed up by the men and women of the U.S. Coast Guard on the ground, in the air and on the water -- should provide enough evidence to catapult their budget for years to come.

But, while the Coastie's were performing heroically, an equally compelling post-Katrina image was the sight of an e-mail from the Coast Guard Foundation arriving within a week after the storm hit announcing that upwards of 3,000 Coast Guard men and women may have been left homeless by the devastation wrought by the hurricane. As late as the end of September, Coast Guard Commandant Adm. Thomas Collins was quoted saying that 68% of the Coast Guard personnel in that region had lost their own houses and personal belongings.

While there was little that we could do but sit glued to our televisions in those early hours

<http://www.uscgboating.org/waypoints/waypoints-home.htm>
after Katrina hit, the thought that these rescuers might have lost their homes and had no place to go home to at night is mind-boggling.

The Coast Guard Foundation is collecting donations for the men and women of the Coast Guard in need. Please visit www.cgfdn.org. The Coast Guard Auxiliary has established a similar site at www.operationlifering.org. America can no longer take these men and women for granted. Please give what you can.

P.S. A round of applause should also go out to the men and women of a number of state departments of natural resources, including Texas, Tennessee, and Kentucky to name just a few, who quickly left the safety of their homes to join their colleagues in Louisiana in rescuing the victims of Hurricane Katrina.

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Tennessee Wildlife Resources Agency Response to Hurricane Katrina

by Ed Carter, TWRA ESC

The Tennessee Wildlife Resources Agency was one of the many groups to send much needed personnel, equipment, and supplies to the Gulf Coast region in the days following Hurricane Katrina. Below is an outline of the agency's extensive efforts.

RESPONSE:

The TWRA sent 34 officers and two radio technicians to New Orleans on September 1. They returned on September 8.

EQUIPMENT:

The personnel took with them 10 boats and motors; 29 four-wheel drive trucks; 1 emergency response vehicle equipped with specialized communications gear (satellite phones, VHF and UHF radios including several marine channels, Citizens Band radios, and several hand-held limited distance radios; each officer also had hand-held TWRA radios with VHF and marine channels); the emergency vehicle also had first aid and medical supplies, emergency lighting, portable and installed generators, shower facility, and extra food and water.

Each officer was also equipped with hand-held GPS units that were programmed with street maps of New Orleans and the surrounding Gulf area, long guns, sidearms, body armor, surgical gloves, antiseptic soaps, hip waders, and standard field gear.

DUTIES:

Their primary duty was water-borne search and rescue. However, we were specifically asked that the responding personnel be commissioned officers and as such were also routinely tasked to do law enforcement patrols including on-water patrols and street patrols. They provided security for the evacuation buses, arrested looters, and were the primary responders to a hostage situation. They ferried firefighters to the burning buildings surrounded by water and on the return trip evacuated persons from those buildings. They did the house-to-house search for victims. They worked directly with the U.S. Coast Guard helicopter units to evacuate victims in the extreme areas.

CONTACTS:

TWRA personnel directly evacuated over 240 persons and took food and water to several hundred more victims who refused to leave their flooded homes. They were featured on both ESPN and FOX television networks nationally; locally, the ABC and CBS affiliates covered the response in-state and the ABC affiliates carried regular programming updates the entire time they were in New Orleans.

LESSONS LEARNED:

Quick response is always preferable, but it is essential when flooding is also involved. The EMAC agreement was vital since the transfer of law enforcement authority was so important in this particular situation, and funding (reimbursement) is also obviously important. Following are some brief comments on "lessons learned".

1. **Fuel is a problem.** The best scenario is to take sufficient quantities with the team. Difficulty finding fuel is a time waster and can shut down operations during critical time periods. Further, the affected public in the disaster area can be resentful of even rescuers who get fuel on a priority basis while they have little or none.
2. **Responders need to be self-sufficient for at least six days.** A portion of the officer's food and water was often given to critical victims, especially children. That even further taxed the officer's personal supplies.
3. **The ability to communicate is obvious.** Being able to get messages back to the local command post as well as to Nashville (in this case) is essential to any coordinated effort. We discovered that we needed the ability to extend antennas to at least 60 feet to gain coverage in low-lying areas.
4. **There needs to be a control of volunteer responders.** Many problems were encountered by volunteers (especially those with boats and motors) who showed up expecting fuel, food, and housing.
5. **It is very important to have a safe and specifically designated command center**

- near the deployment sites.** An individual listing of personnel sent on every mission must be maintained in order to assure that all personnel have returned from each mission. This was especially true when communications were lost in the city, late at night with zero lighting, and transport was by boat only.
6. **Hand-held GPS units are a must.** Even if not down-loaded with local mapping, the officers can follow their lines back to the deployment sites even when there is no communications and no artificial lighting.
 7. **We learned that four-stroke outboard boat motors were preferable over two-stroke.** We did not have to transport extra oil and they were much quieter. There were documented instances where cries of help were answered which would not have been heard over the noise of the two-stroke engines.
 8. **We learned that in this instance, rifles are better than shotguns in an urban surrounding.** The shotguns would have been too indiscriminate if used.
 9. **Getting the proper vaccinations before deploying was accomplished by going in groups to two local health departments (Jackson and Memphis).** For those not in that initial group, finding places after normal hours to get the vaccinations was difficult and extremely expensive. Waiting until arriving on site is not an option.
 10. **Regarding TWRA Payment Cards (credit cards) previously issued to each officer:** the Dept. of Finance and Administration lifted the blocks on types of items that could be purchased (even gasoline for state vehicles) and the purchase limits per month as well. This was very helpful and kept the out-of-pocket expenses of the offices to a minimum. It also made tracking the expenses for FEMA reimbursement easier.
 11. **The flood water they were working in was very contaminated.** We learned to be very wary when airboats or helicopters were being used as the water-spray from the prop wash on both would throw water all over the officers in the area and especially those assisting in the helicopter rescues.
 12. **Finally, we learned that on the return trip home, a mandatory stop (depending on distance) should be planned as a part of the operation from the beginning.** Once the mission is over the officers had one goal and that was to get home. After working an average of 20 hours per day, often functioning on adrenalin highs, they were not physically sound to complete a 12 to 15 hour drive. Making them stop on the way home, when they hadn't been told earlier, was an initial morale problem. In retrospect, everyone now understands, but it would have been more readily accepted if it was built in to the operation from the beginning.
 13. **It is very important to have personnel dedicated in the home office (Nashville this time) that had responsibility of 24 hour standby for communications and support for those deployed to the disaster.**

Below are some photos from the rescue missions of the Tennessee Wildlife Resources Agency officers.







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Texas Parks & Wildlife Hurricane Katrina Response

by Alfonso Campos, Marine Enforcement Chief, Texas Parks & Wildlife

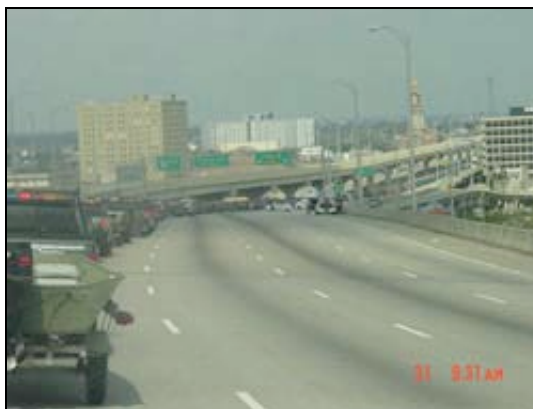
Many states and agencies were instrumental in responding to the disasters of hurricanes Katrina and Rita. The U.S. Coast Guard would like to thank all of the men and women who responded for their selfless service in this time of need.

Below is an outline of the response from one of these agencies, the Texas Parks and Wildlife Department.

Texas Hurricane Katrina Response:

- Aug. 30-Sept. 9 - Response lasted 11 days
- Area of New Orleans served - 9th Ward Area and hospitals
- Number of officers deployed - 111 Game Wardens
- Number of boats utilized - 50 Boats (airboats, flat-bottoms)
- Number of trucks utilized - 50 4X4 Trucks
- One Communications center trailer
- One 500-gallon Fuel trailer
- Over 9,000 equipment hours (mostly boats)
- Evacuated over 4,700 individuals including patients and staff from 4 hospitals

Below are some photos from the rescue missions of the Texas Parks & Wildlife officers.







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News from U.S. Coast Guard 17th District

U.S. Coast Guard Rescues Stranded Hunters Around Kodiak

Anchorage, Alaska - Crews from U.S. Coast Guard Air Station Kodiak recently rescued hunters from the base of Koniaq Peak on Kodiak Island and from nearby Afognak Island.

Rick Main and Tom Gotcher were goat hunting at the base of Koniaq Peak near Old Harbor. The U.S. Coast Guard received a request forwarded by Alaska State Troopers to rescue the two hunters after they were beset by adverse weather. High winds had destroyed their camping equipment.

The winds prevented the U.S. Coast Guard from launching immediately. At first light, the air station launched an HH-60 Jayhawk helicopter and crew to search for the men. They were located near the base of the mountain. The helicopter landed to embark the men and returned them to Kodiak. Both men were mildly hypothermic but declined medical attention.

Birch Yuknis, Jeff Evans and Noah Velasquez were recently hunting on Afognak Island north of Kodiak. They returned from hunting to their campsite at Lower Malina Lake and discovered the small plane they had flown in on had flipped over in the lake, leaving the majority of their gear under six feet of water.

They used a satellite phone to contact a relative who relayed the call for assistance to the U.S. Coast Guard. A U.S. Coast Guard HH-60 and crew from Air Station Kodiak were launched. They arrived on scene to evaluate the conditions of the hunters.

The helicopter landed near the campsite and disembarked the rescue swimmer to make contact with the men. They requested to be evacuated since most of the gear was gone and their remaining provisions were wet. All three men were brought to Kodiak in good condition.

Outdoor enthusiasts are reminded to prepare for the weather when out and about in Alaska. Weather conditions can change very rapidly and unforeseen events, such as an aircraft flipping over, are always possible. Communications equipment is essential and can make all the difference when stranded in remote areas.

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News from the National Association of State Boating Law Administrators (NASBLA)

Sledd Elected President of National Boating Safety Organization

Portland, Oregon (September 21, 2005) - At its 46th annual meeting, the National Association of State Boating Law Administrators (NASBLA) elected Charles A. Sledd as president of the nonprofit organization for the 2005-2006 year. He succeeds Randy Edwards, Iowa Boating Law Administrator.

Sledd, boating law administrator for the Commonwealth of Virginia, is the Program Development Director for the Virginia Department of Game and Inland Fisheries (VDGIF). He holds a Bachelor of Science degree in Biology Education and a Master of Science in Biology from Virginia Commonwealth University in Richmond, Virginia. Sledd began his career with VDGIF in 1974 as a district fisheries biologist and has held a number of senior management positions since then.



Appointed Virginia Boating Law Administrator in January 2000, Sledd moved through the chairs of the Southern States Boating Law Administrators Association (SSBLAA) and served as SSBLAA President in 2002-2003. He was elected Secretary/Treasurer of NASBLA for 2003-2004 and served as Vice President in 2004-2005.

Sledd served four years (2000-2004) as chairman of NASBLA's Education Committee. In 2000, he also served as vice chairman of the Environmental and Social Impacts Committee (currently the Waterways Management Committee). In 2004, Sledd received the esteemed NASBLA Award for his work on the Education Committee in support of boating safety education on a national basis.

"During the past five years, Charlie has already proven himself a highly valuable asset to NASBLA," said Fred Messmann, former NASBLA President. "I have no doubt that he'll continue his course of excellence at the helm of the organization. We're very glad to have him on board."

In June 2002, Sledd completed a 30-year career with the U.S. Coast Guard Reserve (USCGR), retiring at the rank of Commander (O-5). Sledd lives in Ashland, Virginia, with his wife, Judy. Charlie and Judy have one son, Adam.

Other officers of the association serving with Sledd include:

Jeff Johnson, Vice President, Alaska Division of Parks & Outdoor Recreation

Corby Christensen, Treasurer, Idaho Department of Parks & Recreation

Richard Moore, Member-at-Large, Florida Fish & Wildlife Conservation Commission

John Fetterman, Member-at-Large, Maine Department of Marine Resources

Raynor Tsuneyoshi, Member-at-Large, California Department of Boating Waterways

NASBLA is a nonprofit organization representing the boating authorities of all 50 states and the U.S. territories. Dedicated to reducing boating accidents, saving lives and helping to make boating safe and enjoyable for everyone on our nation's waterways, NASBLA is working to achieve seamless uniformity for boating laws from state-to-state. NASBLA encourages reciprocity of boating laws and establishes standards for boating safety education and boating law enforcement practices.

For more information, visit www.nasbla.org.

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News from U.S. Coast Guard 17th District

U.S. Coast Guard, Good Samaritan Respond to Vessel Fire

SITKA, Alaska - A crewmember from the Good Samaritan Vessel Steadfast attempts to extinguish a fire aboard the motor vessel David V near St. Mary's Point recently. The Good Samaritan crewmen safely recovered the two David V crewmen from their life raft. A U.S. Coast Guard Station Juneau rescue boat crew and an Air Station Sitka Jayhawk helicopter crew also responded to the vessel fire. The U.S. Coast Guard reminds all boaters that "You're in Command. Boat Responsibly!" and to always wear a life jacket in case the unexpected happens. (Official U.S. Coast Guard photo by Petty Officer Second Class Chuck Bennett, Air Station Sitka)



For more information, visit the 17th District online at <http://www.piersystem.com/go/site/780>, or visit the Office of Boating Safety at www.uscgboating.org.

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

Last Call: \$40,000 in Boating Safety Grants Available from BoatU.S. Foundation

November 1st Deadline to Apply Fast Approaches

The BoatU.S. Foundation for Boating Safety and Clean Water has a great way for your local non-profit boating organization to help keep our waterways safe - but time is running out. A total of \$40,000 is available for this campaign. The Foundation has grants available of up to \$4,000 for each boating safety project, but to have a chance at funding, organizations need to apply by the November 1, 2005 deadline.

Over the past 15 years, the Foundation has awarded over \$650,000 to organizations that have developed creative and innovative projects that promote safe boating on local waterways. Some of them include creating literature on the effects of boating under the influence; boat ramp signage informing users about free Vessel Safety Checks (VSC); and billboards educating boaters about the dangers of carbon monoxide exposure.

"When the boating safety message comes from your neighbors, fellow boaters, or well-respected local organizations, it has much more credibility," said David Carter, Boating Safety Grant Manager. "This is your organization's chance to make a difference within your own community," he added.

To download an application and learn more about these Boating Safety Grants, please visit <http://www.BoatUS.com/foundation> or call 1-800-336-BOAT. Grant applications must be emailed or postmarked on or before November 1, 2005. Recipients will be announced in January 2006.

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 620,000 members of BoatU.S. The Foundation operates more than a dozen programs including the only accredited, free, online general boating safety course, a low-cost EPIRB rental program, the "Help Stop the Drops" national clean fueling campaign, a free kid's Life Jacket Loaner program, and has awarded hundreds of thousands of dollars in grants for nonprofit groups for boating safety and environmental projects.

For more information on making a tax-deductible donation to help keep programs like these afloat, go to <http://www.BoatUS.com/foundation/donate.htm>.

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Wisconsin Announces US\$1 million for Recreational Boating Improvements

By Michael Verdon, IBI Magazine

Governor Jim Doyle of Wisconsin announced over US\$1 million in grants for 12 units of state government to make improvements for recreational boating in their communities. The grants were approved last month by a five-member commission, and the announcement made last week. Funds for the grants come from the state Water Resources Account and are raised through an excise tax on gasoline used for marine purposes.

The Commission approved eight new projects and five requests for additional costs for a previously approved project. Grant agreements and amendments for the approved projects will be released by the DNR over the next several weeks.

The city of Fond du Lac, where Mercury Marine is headquartered, has received a state grant totaling almost \$460,000 that will be used to fund the dredging of two channels to Lake Winnebago for recreational boating. (September 19, 2005)

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News from PWCSafetySchool.com

PWCSafetySchool.com Certifies 6,000th Boater

PWCSafetySchool.com, the only free, NASBLA-approved online boating course with a personal watercraft (PWC) focus, reached a milestone last summer - the 6,000 th PWC operator successfully completed the course. Everyone who passes the course receives a certificate or laminated card, recognized by each participating state, which they can take along when boating. We also send the test information to states that issue their own boater cards.

Personal watercraft are a lot of fun, but they are also powerful machines. That fact led to discussions six years ago between Kawasaki Motors Corp., U.S.A., the Northwest Personal Watercraft Safety Project, and District 16 (Seattle/Puget Sound region) of the United States Power Squadrons® about developing a free, online personal watercraft safety course.

Roger Hagie, Kawasaki's Public Affairs Director, wanted to make boating safety information accessible, as well as generate more interest in boating education among PWC users. PWCSafetySchool.com was seen as an excellent way for Kawasaki to meet both goals. United States Power Squadrons® national joined the effort, providing invaluable resources, including the use of *Jet Smart* materials, to get the project rolling.

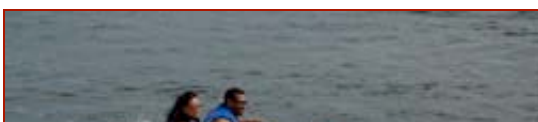
Recently, PWCSafetySchool.com was re-approved by NASBLA through 2008. Based on the United States Power Squadrons' *Jet Smart* handbook, PWCSafetySchool.com first received NASBLA approval in late 2002. The following year, with approximately a dozen states participating, 500 people took the course and passed the 60-question test. Boaters must get 85% correct to pass. The following year, additional states joined the program and 1,900 people passed the test. With 27 participating states, 2005 saw 3,800 boaters successfully complete the course.

Think it's an easy test? Consider this: only 40% of the people who take the test pass. Some people take it multiple times before receiving a passing grade. Clear Learning, an educational software program from McGraw-Hill, tallies each test score and notifies the participant as to whether they passed. After each test, a boater can review the test and obtain the correct answers to questions they missed. If he or she decides to take the test again, a new version of the test is generated with a different set of questions. There is a database of 150 questions from which Clear Learning selects 60. The questions are weighted and selected so they cover the seven boating subject categories required by NASBLA. Technological developments, even since 2003, have improved online courses, making them a more effective teaching tool.

Three states account for nearly half of all successful test-takers: Florida, Georgia and Oregon. Florida is a huge personal watercraft state, so that makes sense. Georgia is another big PWC state, but in addition, there is a link on the Georgia Department of Natural Resources Wildlife Resources Division home page to online course providers, including PWCSafetySchool.com. On the Oregon Marine Board home page there is also a link to www.PWCSafetySchool.com. Since passing a mandatory boater education law, Oregon boating officials have been making a diligent effort to reach out to personal watercraft users and encourage them to take a boating course.



Oregon is a perfect example of the flexibility within the PWCSafetySchool.com course. As with all participating states, Oregon-state-specific content was developed. However, Oregon required a 75 question test with 80%





correct to pass. These changes were implemented. Also, in partnership with Oregon boating officials, over 30 Oregon-state-specific questions were developed in accordance with the new NASBLA test standards. This effort fulfilled their requirement for a larger database of questions.

As part of the outreach effort, PWCSafetySchool.com bookmarks imprinted

with boating safety tips are available to Boating Law Administrators, state education coordinators, and marine patrols for distribution to boaters. (Send a request via email to: mark@delahunay.com). Small bookmark quantities, 250 or less, are provided at no cost.

PWCSafetySchool.com is dedicated to making sure boaters understand their responsibilities and act appropriately so everyone has a safe and enjoyable time on the water.

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News From BoatU.S. - Boat Owners Association of the United States

Heading South for the Winter? Snowbirds have Low Cost Rental EPIRB Option from BoatU.S. Foundation

For thousands of boaters who summered up north and want to dodge winter's icy grip, fall is the time for the annual migration south. To save time or avoid shoaling, many of these snowbirds elect to travel a portion of their trip outside the protected waters of the Intracoastal Waterway and venture into the open Atlantic Ocean. In an effort to bolster marine safety, the BoatU.S. Foundation for Boating Safety & Clean Water can provide these cruisers with a much-needed lifeline - a low cost 406MHz Emergency Position Indicating Radio Beacon (EPIRB).

This rental program makes these \$800 life-saving devices available at a minimum of \$50 per week as a public service. Reservations can be made online up to six months in advance at <http://www.BoatUS.com/foundation/epirb> or by calling 888-663-7472. The rental fee includes round-trip shipping via three-day service and the BoatU.S. Foundation handles all of the critical registration information.

"By going online we can have an EPIRB delivered to your door in a matter of days," said David Carter, manager of the BoatU.S. EPIRB Rental Program. Carter also cautioned against borrowing an EPIRB from another vessel as it could hamper rescue efforts. "The EPIRB registration information is married to the vessel. You don't want the authorities looking for the wrong boat," he said.

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 620,000 members of BoatU.S. The Foundation operates more than a dozen programs including the only accredited, free, online general boating safety course, the "Help Stop the Drops" national clean fueling campaign, a free kid's Life Jacket Loaner program, and has awarded hundreds of thousands of dollars in grants for nonprofit groups for boating safety and environmental projects.

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

How to Avoid the Six Most Common Winterizing Mistakes

Free BoatU.S. Winterizing Guide Available

With winter approaching, Boat Owners Association of The United States has reviewed its insurance claim files and reports the following six most common mistakes made when winterizing a boat:

1. Failure to drain the engine block: Surprisingly, it's the balmy states of California, Florida, Texas, Alabama and Georgia where boaters are most likely to have freeze-related damage to engine blocks - and it routinely occurs to boats stored ashore. Water retains heat longer than air so boats left in the slip are less susceptible to sudden freezing.
2. Failure to drain water from sea strainer: Like an engine, the seawater strainer must be winterized or residual water could freeze and rupture the watertight seal. Sometimes you don't know it's damaged until spring launching and water begins to trickle in.
3. Failure to close seacocks: For boats left in the water, leaving seacocks open over the winter is like going on extended vacation without locking the house. If a thru-hull cannot be closed the vessel must be stored ashore - the sole exception are cockpit drains. Heavy snow loads can also force your boat under, allowing water to enter through hulls normally well above the water line.
4. Clogged petcocks: Engine cooling system petcocks clogged by rust or other debris can prevent water from fully draining. If it's plugged, try using a coat hanger to clear the blockage or use the engine's intake hose to flush anti-freeze through the system.
5. Leaving open boats in the water over winter: Boats with large open cockpits or low freeboard can easily go under by accumulated snow. Always store them ashore.
6. Using bimini covers as winter storage covers: A cover that protects the crew from the sun does a lousy job protecting the boat from freezing rain and snow. Unlike a bonafide winter cover, biminis tend to rip apart and age prematurely by the effects of winter weather.

To get a free copy of the BoatU.S. Winterizing Guide full of tips to help you prepare your vessel for the winter, go to <http://www.BoatUS.com/Seaworthy> and click on "Winterizing Your Boat," or call 800-283-2883.

BoatU.S. - Boat Owners Association of The United States - is the nation's leading advocate for recreational boaters providing its 620,000 members with a wide array of consumer services including a group-rate marine insurance program that insures nearly a quarter million boats; the largest fleet of more than 500 towing assistance vessels; discounts on fuel, slips, and repairs at over 825 Cooperating Marinas; boat financing; and a subscription to BoatU.S. Magazine, the most widely-read boating publication in the U.S. For membership information visit <http://www.BoatUS.com> or call 800-395-2628.

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News from BoatU.S. - Boat Owners Association of North America

Life Jacket Design Contest--Time to Enter is Running Out!

Consider this: In 2003, drowning accounted for 70 percent of boating fatalities, and of those, 86 percent were not wearing a life jacket. The U.S. Coast Guard has estimated that over 400 lives may have been saved if each person had been wearing his or her life jacket.

So why don't boaters adopt a simple habit that could save a life? A recent study by the BoatU.S. Foundation indicated that lack of comfort was the number one reason why life jackets are not worn in greater numbers. We want that to change.

The BoatU.S. Foundation and the Personal Flotation Device Manufacturers Association (PFDMA) are offering a \$5,000 prize for the best new life jacket design. We want to see your idea of a comfortable, wearable flotation device, unlike anything boaters have ever seen before. And your design does NOT have to meet current U.S. Coast Guard requirements.

The deadline to enter is December 15 - barely two months away! Put your creativity to work and submit your ideas for a new and innovative life jacket - your ingenuity may help save lives. There's no cost to enter, and time is running out. To get more information, visit

<http://www.boatus.com/Foundation/lifejacketdesign>.



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MRAA Salutes Coast Guard Auxiliary unit

The Marine Retailers Association of America has awarded Coast Guard Auxiliary Flotilla 13-73 the National Vessel Safety Check/Marine Dealer Visitation Award for 2004.

This award is given annually by MRAA to the top-producing flotilla in the nation for the work in the auxiliary's safety check program. Flotilla 13-73 is in the Coast Guard Sector Portland, which includes Idaho, Montana, Washington and Oregon. The flotilla commander is Doug Balkema.

The award was announced at the annual Coast Guard Auxiliary National Conference at Orlando, Fla., in September. The presentation to Flotilla 73 will be made today at the Division 7 meeting at Coast Guard Sector Portland on Swan Island in Portland, Ore.

"MRAA feels the education provided by the auxiliary is a prime method to insure a more pleasurable boating experience and we commend them for their efforts," said MRAA president Phil Keeter, in a statement.

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Upcoming Events

November

November 12 - 15 - National Boating Safety Advisory Council (NBSAC) meeting, Arlington, VA.

November 13-20 — Super Boat International Race, Key West, FL

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>

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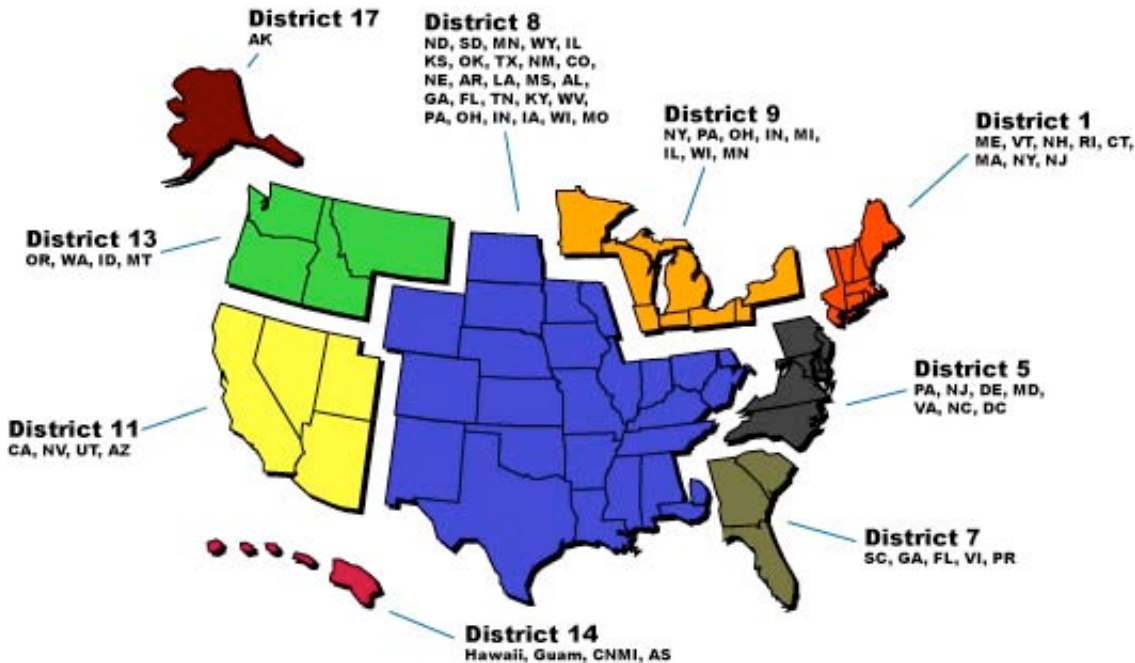


WAYPOINTS

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RBS Specialist News



October 2005 Updates

FIRST COAST GUARD DISTRICT

Al Johnson, Recreational Boating Safety Specialist
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Connecticut, Maine, Massachusetts, New Hampshire, New York, Rhode Island, Vermont

With many boaters and paddlers now off the water for the year, others are slowly but surely thinking about or getting ready to prepare their vessels for winter storage, and the Northeast's First Coast Guard District is heading into the start of the boater (and paddler) education season.

Now is the time for our State, Auxiliary and United States Power Squadron® partners to put the emphasis on reaching out to those who use our waterways, stressing the importance and benefit of utilizing the off-seasons to take a safe boating course, a basic or advanced navigation course, or developing or improving their global positioning system (GPS) skills. The educated, knowledgeable and safety-conscious boater and paddler is truly the responsible and prudent mariner.

The First Coast Guard District will host the 11th North Atlantic Maritime Rescue Coordination Conference at the Hyatt Harborside Hotel in Boston. The conference will run from October 3-7. While conference preparations are still under way, member countries expected to attend include the U.S./U.S. Coast Guard, United Kingdom, Canada, Spain, Norway, Greenland, Netherlands, Bermuda, Iceland, Ireland, France, Faroe Islands, Portugal and others.

While the conference will feature a variety of search and rescue related presentations and demonstrations, there will also be presentations on hypothermia, the JSI Research and Training Institute's life jacket survey, the Gulf of Maine Expedition, recreational boating safety, and other related topics.

The United States Power Squadrons® - District 19, commanded by District Commander William Maloy, will hold its fall conference at Rockland, Maine, October 15 and 16. The First Coast Guard District will present a Homeland Security Session.

FIFTH COAST GUARD DISTRICT

Dennis Sens, Recreational Boating Safety Specialist
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Dennis.M.Sens@uscg.mil

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

To all Regional Boating Law Administrators / Boating Safety Partners:

It's time to look ahead to 2006 and begin planning for the **Fifth Coast Guard District - Boating Law Administrators Workshop Conference** . Next year's conference is scheduled for Tuesday, March 21st (arrival date) through Thursday, March 23rd (wrap-up & departure), at the **Virginia Beach Resort Hotel & Conference Center**, located at 2800 Shore Drive in Virginia Beach.

On Wednesday, March 22nd, the conference will commence at 8:30 a.m. and adjourn at 5:00 p.m. Following the Wednesday workshop session, the boating safety staff will host an evening hospitality gathering at the resort for workshop attendees and their guests. The following day (Thursday morning), we will wrap-up any remaining workshop items.

As some of you will remember, the workshop was previously held at the Virginia Beach Resort Hotel. During last spring's 2005 workshop (held in Portsmouth, VA), many of you indicated a strong preference to return to Virginia Beach, and so we plan to honor that request. The hotel/resort facility has been recently renovated; all rooms are suites with a superb view of the Atlantic Ocean and entrance to the Chesapeake Bay. We certainly hope that you will mark your calendar to attend the boating safety workshop. As is always our practice, the workshop objective is to bring together regional boating safety partners to enhance cooperation by sharing concerns, ideas and successes. Additionally, you are welcome to bring other state agency representatives who are vital to our continued partnership.

Please don't hesitate to e-mail me at Dennis.M.Sens@uscg.mil with any questions or suggestions you may have to improve next year's workshop. As we move closer to the workshop date I will update perspective attendees with conference information.

SEVENTH COAST GUARD DISTRICT

Bruce R. Wright, Recreational Boating Safety Specialist
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Florida, Georgia, South Carolina, Puerto Rico, Virgin Islands

The D7 RBS Specialist is currently on Active Duty in support of the Hurricane Relief effort for Hurricane Rita. He is expected to return at the end of October.

The Boat Show season is underway in District Seven. The D7 RBS will have the D7 Safety/Life Jacket exhibit on display at the Fort Myers Boat Show to be held Thursday, November 10 - Sunday November 13th at the Harborside Convention Complex & City Yacht Basin in Ft. Myers, Florida.

The following weekend November 16 - 20th, the D7 RBS and the D7 Safety/Life Jacket exhibit will travel to Key West for display at the Offshore Power Boat Races.

The Boating Advisory Council will meet on November 29th in Key Largo and the D7 RBS will be attending.

EIGHTH COAST GUARD DISTRICT

Kevin Kelly, Chief, Recreational Boating Safety
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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

Kevin and his family are still recovering from the hurricane disaster. We all wish them well.

NINTH COAST GUARD DISTRICT

Frank Jennings, Recreational Boating Safety Specialist
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Michigan, Minnesota, Ohio, Wisconsin

Upcoming Events:

- Oct. 27 - 28: Ninth District Boating Law Administrators Workshop in Cleveland, Ohio.
- Oct. 29 - 30: United States Power Squadrons® District 7 Conference, Richfield, Ohio.
- Oct. 29 - 30: United States Power Squadrons® District 9 Conference, Sterling Heights, Michigan.
- Nov. 02 - 04: Ohio Division of Watercraft Confluence - statewide boating conference - Salt Fork State Park Resort, Cambridge, Ohio.
- Nov. 11 - 13: Greater Cleveland Boating Association's (GCBA) Commanders Ball and Change of Watch, Sandusky, Ohio.

ELEVENTH COAST GUARD DISTRICT

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Arizona, California, Nevada, Utah

Many members of governmental, boating, and conservation entities were recently treated to a tour of the Sacramento River Delta by the California Clean Boating Network (CCBN). In addition to hearing an enlightening history of the area and its vital position as the major source of fresh water for the farmlands of central California, participants received a first-hand look at the invasive species of plants that are rapidly taking over waterways in the west. Water Hyacinth and Brazilian Egeria are the most prevalent in the Delta. The California Department of Boating and Waterways has a successful eradication program for the Water Hyacinth, but these plants grow very fast, so an aggressive campaign must continue.

It brings up a simple, yet vital solution that all boaters must keep in mind. Any time you take your boat out of the water, be sure to wash both the boat and trailer thoroughly to remove hitchhiking plant particles. If you carry these plant parts to another lake or river, you'll inadvertently introduce them into that body of water as well.

THIRTEENTH COAST GUARD DISTRICT

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Idaho, Montana, Oregon, Washington

No report received.

FOURTEENTH COAST GUARD DISTRICT

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Hawaii, Guam, American Samoa, Northern Marianas

- Paradise isn't a paradise for those who lose loved ones in ocean waters. Prevent tragedy before tragedy strikes. Obey all the rules of water and boating safety.
- Knowledge of safety isn't inherited. You have to learn safety for yourself. Take a boating safety course.
- Ocean waters don't care what your excuses are. Either wear a life jacket or face the possible consequences. It's that simple.
- Think about this: Would you rather be a statistic, or a survivor? Your preparation will probably make the difference.
- There's more ocean water than you can swallow. Don't die trying. Wear your life jacket.

SEVENTEENTH COAST GUARD DISTRICT

Mike Folkerts, Boating Safety Coordinator

Alaska

Fall hunting season always brings a rash of boating accidents as hunters take to the waterways in search of game. Capsizing and falls overboard are the leading causes of deaths on Alaska's unforgiving waters. Our annual fall hunter's Safety Alert cautions those afield to take extra precautions in order to return home safely.

A rash of false Mayday calls in the Dillingham area have necessitated the local area Injury Prevention Specialist to combine efforts with the State Trooper to get the word out to the community. Hoax Maydays cost the Coast Guard millions of dollars annually and can divert needed assets from actual distress cases.

A new Carbon Monoxide Awareness program was recently unveiled by the U.S. Coast Guard Auxiliary. Designed as a direct, hands-on approach to educating the boating public about the dangers of CO, the program put seven CO testers into the hands of Auxiliary Vessel Examiners along with information provided by the Coast Guard Office of Boating Safety. Examiners will offer customers the opportunity to actually test the CO output of their vessels, graphically demonstrating the presence of Carbon Monoxide. Pilot exams have shown an enthusiastic response from the public.

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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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