

SMALL CRAFT ADVISORY



Vol. 1 No. 4

National Association of Boating Law Administrators

January 1986



President's Corner

by Carroll Henneke

In the last issue we dealt with the importance of education in boating safety. This month the topic is law enforcement, certainly equally as important and, in fact, considered the ultimate form of education by many. Marine law enforcement efforts can and do gain compliance with the various statutes and regulations across our nation from even the most imprudent operators.

Marine law enforcement has come of age in the 1980s. Like other facets of law enforcement, the marine patrol officer is today truly a professional. Minimum standards for entrance into the various departments is no longer a matter of political

background or who one knows or a post retirement job to augment income.

High standards must now be met for recruitment. Many jurisdictions accept only applications from law enforcement officers currently serving in other sections or units within their own department. Only special people can perform law enforcement duties properly.

It takes even more talent and resourcefulness to enforce recreational statutes and regulations. Typically, the marine law enforcement officer must obtain proper behavior from individuals who don't know the law, don't care about the law or boating safety and wish the officer's ancestors had prepared him or her for other, less trou-

blesome endeavors. In short, many individuals operating watercraft are disappointed the officer must question their ability and even more distressed they must be embarrassed in front of friends and family while having a good time. These are the same folks who become very inquisitive and abusive when their safety or fun is threatened by some one else who should have known better and law enforcement is not available.

Unfortunately, these are the comments heard all too often. The simple fact is marine law enforcement presence is necessary, the product of effort is the preservation of life and the silent majority knows and appreciates the contribution. ▶

Observations

by Bill Ladd

This month *Small Craft Advisory* will highlight boating law enforcement. On the water, law enforcement and education are probably the two most important factors in reducing the recreational boating fatality rate. Since only a small percentage of boaters take formal courses and some can only learn "the hard way," enforcement is the final step in keeping reasonable order on the water. Proper enforcement will, however, make the waters of the nation safer and more enjoyable for all who use them.

The states' role in boating law enforcement was greatly expanded as the result of a number of studies conducted in the early 1980s. One, the Coast Guard Roles and Missions Study of 1982, concluded that the primary responsibility for boating education and law enforcement should be assumed by the states. This study recognized that federal financial assistance to the states was necessary for the states to assume that role.

Looking at it from several points of view, that decision makes sense. The Coast Guard's expertise is primarily in conducting coastal and open ocean operations. Most recreational boating is done in inland areas. There are very few Coast Guard resources in these inland areas to even respond to problems. About 35 percent of all reported boating accidents and 45 percent of all fatalities are in sole state water

where the Coast Guard has no jurisdiction.

A summary shows there are 4,689 full-time personnel in the states enforcing boating laws part of the year. They are augmented by 2,091 additional part-time employees or volunteers during the boating season. The financial assistance provided from the federal government from fuel taxes paid by the boaters is important in training and equipping these 6,780 personnel.

Each month *Small Craft Advisory* will feature articles on interesting education and enforcement programs used by the states and volunteer organizations. These articles appear on pages 14 and 15. I think there will be many ideas presented that can improve everyone's programs. If you have an interesting approach to education or enforcement, please let us know.

In the December issue an article on the alcohol enforcement program started by Sgt. Richardson in Shasta County, Cal. appeared. At the end of the article mention was made of a manual available from the California Department of Boating and Waterways. I obtained a copy of the manual and highly recommend it to any enforcement agency. Good job.

In closing, one problem needs to be discussed—errors. In trying to put together a publication like this, try as we might, errors still occur. To gather information for the regional news sections, the boating administrator of each state is interviewed by phone to get correct informa-

tion. Errors happen, not on purpose, but they happen and I apologize. I want this newsletter to be accurate and I know how frustrating it can be to have misinformation distributed to everyone. If we have published incorrect information, please let us know.

I'd like to thank everyone for excellent cooperation. It sure makes gathering information easier. ▶

Cover photo by Larry Dahl

SMALL CRAFT ADVISORY

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Boating safety gets full funding

The full \$30 million in federal financial assistance authorized the states for boating was appropriated by Congress shortly before it adjourned in December. This is the first time since passage of the Federal Boat Safety Act of 1971 that boating has received the full amount of money authorized the states.

More than doubled

The \$30 million appropriation more than doubles the \$13.6 million received by the states last year, said George Stewart, chairman of NASBLA's legislative committee, in a memo sent to the state's boating law administrators. "One thing for sure, we can expect close scrutiny on the use and effectiveness of this full funding by the Coast Guard. Also, we will see new language that funds may be used for public access."

This funding is authorized from the Aquatic Resources Trust Fund, commonly known as the Wallop/Breaux Fund. It was created in 1984 and combined the Biaggi and Dingell Johnson Funds.

The Wallop/Breaux Fund receives money from the motorboat fuel tax, an excise tax on fishing equipment and import

duties on yachts, pleasure craft and imported fishing equipment. The Department of the Interior deposited the first \$125 million into the fund this past fall.

The fund has two accounts, the Boating Safety Account and Fisheries Enhancement Account. The Boating Safety Account is authorized \$45 million. The first \$15 million is for the U.S. Coast Guard's boating safety programs and support of the Coast Guard Auxiliary. The rest, \$30 million, is authorized for financial assistance to the states for boating safety programs.

In the past, though, the states never received the full authorization. In 1984, they were appropriated \$12.5 million, in 1985, \$13.6 million.

Eligibility for funding

To be eligible for the funding, states must have a cooperative agreement with the Coast Guard; they must have an adequate enforcement program, an adequate education program and an approved boat numbering system or one administered by the Coast Guard.

The states, responsible for nearly all boating enforcement in the country, have

6,780 full and part-time personnel enforcing boating laws. In 1984, with many states still building their programs, over 760,000 people were taught boating safety courses.

Five percent used for grants

The allocation is based on a formula that divides one third of the money equally among the states, one third in proportion to the amount the state expended on boating safety the previous fiscal year, and one third in proportion to the number of registered boats in the state. The money the state receives cannot exceed 50 percent of the state's total boating safety program. Up to five percent of the total allocation can be used for grants to the boating safety programs of national non-profit public service organizations.

Achievement of full funding was assisted through the joint effort of the National Association of Boating Law Administrators, Boat Owners Association of United States, National Marine Manufacturing Association and National Boat Federation. Sen. Malcolm Wallop (R-Wyo.) and Rep. John Breaux (D-La.) provided continued support to the funding efforts.

Coast Guard Comments

by Captain Michael B. Stenger

Upon my arrival at Coast Guard Headquarters and after a brief but intensive indoctrination in my new responsibilities, I quickly came to realize that I am indeed fortunate to have a job which can have real impact on the American public and on the boating accident fatality rate.

One of my responsibilities is the National Boating Safety Course (NSBC) which is presented at our Reserve Training Center in Yorktown, Va. Elsewhere in this issue, you will find an article written by one of my officers, Chief Warrant Officer John Williams. John has presented the nuts

and bolts of the course. I would like to amplify on his article a little and give you a few of my thoughts.

Experience has taught us that the NSBC is the best source available for teaching a concentrated, state oriented boating safety law enforcement course. Thanks to those of you who have contributed to our curriculum, the course has been continually honed and refined. A special thanks goes to our friends in Florida and Missouri and to the Shasta County (Cal.) Sheriff's Department for assisting with the vessel accident investigation, stolen boat recovery and intoxication identification training portions of the course.

We are planning towards presenting four courses in the winter and spring of 1986 and 1987. I encourage you to start programming your own state attendance now. If necessary, include specific budgetary inputs and requests to insure proper funding levels. Please contact my State Affairs Branch with any questions. Write or phone: Bob Dewees, Commandant (G-BBS-2), U.S. Coast Guard, 2100 2nd Street, S.W., Washington, DC 20593, (202) 426-1060.

I consider maximum attendance by state enforcement personnel vital to the success of our continuing efforts to reduce the boating fatality rate.

Maine boaters enjoy many ponds, lakes and coastal waters

by Vesta C. Golden

In Maine there are 30,410 square miles of land, 1,447 square miles of inland water, 1,110 square miles of wetlands, and a coastline that extends 3,500 miles in and out of bays and tidal rivers. Because Maine has so many beautiful natural lakes and ponds and an inviting rugged coastline, most Mainers and many non-residents participate in some form of boating activity.

All boat operators must comply with safety regulations. Only motorized crafts require state registration and are subject to a local watercraft tax.

Maine registers approximately 120,000 boats. The state does not have a boat title law.

The Inland Fisheries and Wildlife Department is responsible for the boat registration program, boating law enforcement on inland waters, and the boating safety program. The Department of Marine Resources is responsible for boating law enforcement on coastal waters.

Boat registrations are maintained on an on-line computer system. The department is in the process of acquiring a new computer system that will increase our boat data summary capabilities and tie in with other agencies on stolen boat information.

Enforcement of the boating laws is performed by 161 wardens and 52 deputy wardens. These officers last year conducted more than 36,000 inspections, many search and rescue operations, investigated boating accidents and made numerous public presentations on boating safety.

All enforcement officers recently were trained in the breathalyzer technique. Each officer has been issued a field breath kit for use during routine patrols. We intend to purchase several breathalyzers to be used where high boating activity occurs. The department has two videos for presentations and training sessions showing the effect of alcohol on the boat operator.

Commercial whitewater rafting is a big business in Maine, and we are requiring the outfitters to follow stringent guidelines. This department initiated laws and safety regulations which require specialized training for guides. Each person going on a

more on next page

NESBA News

Connecticut

In Connecticut, 55 conservation officers, including 15 marine officers patrolling Long Island Sound, put in a total of 10 man years on boating law enforcement. Most enforcement is on Long Island Sound. In addition, eight part-timers work during the summer.

These officers enforce natural resources, criminal, and fish and wildlife laws year round. In addition to boating, they also provide limited assistance to the Coast Guard in search and rescue.

During the non-boating season, inland officers continue to enforce hunting and trapping laws and marine officers continue to regulate commercial fisheries.

Boats have radios, decibel meters, night surveillance equipment, and, on larger boats, portable water pumps.

Delaware

In Delaware, the Division of Fish and Wildlife employs 15 full-time marine police to enforce boating, wildlife and fisheries laws.

The primary responsibility for search and rescue lies with the marine police. The Coast Guard participates and both agencies receive valuable assistance from volunteer organizations.

During the off season, the marine police continue year round enforcement of wildlife and fisheries laws but also receive in-house training, conduct public education, and repair boats.

Most boats are equipped with radar, fire fighting equipment, and, on some boats, range finders.

District of Columbia

Twenty-four police officers are assigned to District of Columbia's Harbor Patrol. They are assisted by eight reserves who each work once a month but have no enforcement power. Harbor Patrol officers have full police power but are seldom called on to enforce fish and wildlife laws.

Search and rescue is one of the staples of the unit, which is also prepared for duty during civil disturbances and terrorist activity.

During off season, officers receive more training and maintain patrol boats.

Harbor Patrol has a hovercraft and a Billy Pugh net for use during helicopter rescue operations.

Maine

In Maine, 161 Fisheries and Wildlife wardens and marine patrol officers and 52 part-time deputies are responsible for enforcement of fisheries, wildlife, snowmobile, all terrain vehicle and boating laws. They have full police power.

The Department of Inland Fisheries and Wildlife is the primary agency for search and rescue inland. On the coast, the marine patrol assists the Coast Guard.

Wardens continue to enforce fish, game, and snowmobile laws and marine officers spend full time on marine fisheries laws in the non-boating season.

Equipment includes two-way radios, public address systems, video cameras, spotting scopes and breathalyzers.

Maryland

Maryland's 203 Department of Natural Resources police officers' primary job is conservation law enforcement which includes boating patrols and boating education. Officers have full police power and enforce wildlife and fishing laws.

Their role in search and rescue on the water is increasing.

During the winter, conservation law enforcement continues, including some activity in boating enforcement. Oyster season is in full swing and officers check licenses of commercial fishermen.

Equipment includes a large cruiser, smaller runabouts, radar, radios and alcohol field test units.

Massachusetts

Last summer the Division of Marine Recreational Vehicles merged with the Division of Law Enforcement giving a combined staff of 140 with 110 law enforcement officers. The officers have full police power and they enforce wildlife and fisheries law.

One specialty of the coastal enforcement branch is search and rescue, a service performed in joint jurisdiction as well as sole waters. The unit has a dive team for recovery efforts.

During the off season, in addition to year round enforcement of commercial fishing and hunting laws, officers present education programs.

The officers are on a statewide radio network.

New Hampshire

The New Hampshire Marine Patrol has two full-time and 50 seasonal officers who have full police power on water, or on land, if no other law enforcement officer is available or if a boat is used in the commission of a crime.

Marine Patrol does not enforce fish and wildlife laws. They occasionally assist the Fish and Game Commission in search and rescue efforts. They do search for lost or overdue boats.

During the off season, seasonal officers return to their regular jobs—teaching, business, other law enforcement—and full time officers train personnel, teach boating safety and spend time on legislative activities.

Equipment on boats includes sound equipment, survival suits, breathalyzers, float coats, and portable radios.

New Jersey

In New Jersey, the 81 full-time marine police officers have full police power on the waters of the state. They will enforce fish, game and shellfish laws, but those laws are the responsibility of another agency.

Marine police conduct search and rescue on inland waters. Police tow disabled boats to the nearest safe mooring.

Pleasure fishermen and hunters are still out in boats during the off season, but, during the quieter times in-service training is scheduled. An education service unit is in place during off season.

Most boats have public address systems and electronic sirens. Larger boats have VHF radios. The department uses one decibel meter.

New York

The waters of New York are patrolled by county sheriffs, city and town police and some state police. In all, about 350 full-time officers specialize in boating. In the summer 400 part-time officers assist. All officers, with the exception of a few part-timers, have full police authority.

Although officers can enforce fish and wildlife law, there are conservation officers to do that.

Boating officers are available and trained to respond to any emergency. In the off season, some officers are in snowmobile enforcement, but most return to their regular law enforcement duties.

Many boats are equipped with scuba gear, lorans and radios.

Pennsylvania

The 70 Waterways Conservation Officers in Pennsylvania devote 35 percent of their time to boating and 65 percent to matters pertaining to fish, pollution and public relations. In the summer, 400 deputies assist the officers.

Full-time officers have full police power, deputies have none.

Officers participate in search and recovery operations on inland waters and assist the Coast Guard on the coast.

During the non-boating season, in addition to the year round enforcement of waterway pollution and fisheries laws, officers are involved in boating and fishing education classes and public relations.

Boats are equipped with radio, navigational and depth sounding equipment.

Rhode Island

Rhode Island has one full time lieutenant to enforce boating laws and six auxiliary officers who work only the boating season. They are empowered to enforce boating laws, and although they can, they don't usually enforce fish and wildlife laws. They conduct search and rescue operations, board boats for equipment checks and set speed buoys.

During the off season the lieutenant finishes accident investigation reports and works in boating safety education.

Boats are equipped with radios, radar and lorans.

Vermont

In Vermont 20 state police officers work as boating enforcement officers during the boating season and 21 auxiliary state police work part time. They all have full police power.

These officers normally do not enforce fish and wildlife regulations. They perform search and rescue operations throughout the state. A seven-man scuba team is activated when needed.

In the off season, part-timers return to other jobs and full-time officers return to their duties as highway patrol officers or criminal investigators.

The scuba team has all the latest equipment. Boats have radios and depth sounders.

whitewater trip receives a brief safety lecture.

Our boating safety program is coordinated by a department safety officer who trained and certified 10 boating safety coordinators and 11 boating safety instructors. These people are available to instruct safety courses in the inland areas and at schools and summer camps. At least 6,000 boaters were reached in safety courses coordinated by this department and instructors. Coastal area safety courses are given by the Coast Guard Auxiliary and the U.S. Power Squadrons.

Our safety officer, in conjunction with the public information officer and enforcement bureau, oversees the production of boating public service announcements and boating safety news releases. Most of our PSAs are on video cassettes. We are modernizing 10 of the most popular audio boating PSAs by using current data and music.

Our new mandatory hunter safety program includes one hour of boating safety instruction.

Our boating safety office distributes over 108,000 pieces of boating safety literature and laws to Maine boat operators.

Since the retirement of Larry Gaudreau, Maine's boating law administrator for many years, we have experienced a turnover in personnel in his position. In the next year my goal is to become more involved in the boating programs and upgrade our boating safety program. ▶



Vesta C. Golden, director of the Licensing Division of Inland Fisheries and Wildlife, has been Maine's boating law administrator for one year.

Conservation rangers responsible for Georgia's boating

by Lt. Colonel Joel M. Brown

The Georgia Boat Safety Act, originally passed in 1960, gave responsibility for enforcing the boating law to the wildlife rangers of the Game and Fish Commission. The law required registration of certain motorized boats and required boats to be equipped with basic safety equipment.

The rangers began enforcing the new boating law in conjunction with their duties relating to game and fish. This is still the dual responsibility of the 238 conservation rangers of the Department of Natural Resources, Game and Fish Division.

The Department of Natural Resources was created in 1972 under then Governor Jimmy Carter's reorganization of state government. Georgia's Boat Safety Act was amended to coincide with the Federal Boat Safety Act of 1971. During this time wildlife rangers were reclassified as conservation rangers and given full peace officer status.

The availability of federal funds in the early 1970's enabled Georgia to increase the number of officers assigned to major lakes and rivers within the state. These positions are now funded through the state budgeting process.

Georgia law requires that all motorized vessels and all sailboats 12 feet and longer be registered. There are presently more than 235,000 boats registered. The rangers performed 99,387 safety inspections during the past year, issuing 11,055 citations.

Criteria for investigation of boat accidents is established in a written law enforcement procedure. All officers are responsible for investigating accidents within their jurisdictions. Prior to the 1986 boating season procedures will be updated to provide extensive training in the use of new accident investigation report forms.

A bill, drafted and approved by the Commissioner for proposal in the 1986 General Assembly, would establish blood alcohol content levels for boat operators and include an implied consent provision. This bill is expected to draw a lot of media and public attention. Extensive training for officers prior to enforcement is planned.

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SSBLA News

Alabama

The 40 Marine Police officers who enforce Alabama's boating laws have full police power. They handle a number of search and rescue operations and are called upon to control public disturbances around the water, at marinas and public ramps.

Although wildlife and fishery enforcement is not a prime responsibility of the marine police, they enforce the law if they see an infraction.

The weather is usually good enough in Alabama for fishing throughout the year and officers patrol the year around. In the winter, though, they are able to hold more boating safety classes.

Radios in the boats are on the state trooper radio network enabling officers to contact county sheriffs and police departments. Other equipment includes decibel meters, public address systems.

Arkansas

The 140 wildlife officers in Arkansas are empowered to enforce only wildlife, fisheries and boating laws. The officers are available to assist with search and rescue when called upon.

Boating is in season year around in Arkansas. Duck hunters, fishermen and trappers get out during the fall and on mild winter days.

Wildlife officers have the use of all-terrain vehicles and boats that fit the waters they are on—small streams or large reservoirs. Boats are equipped with radios and other law enforcement equipment.

Florida

Florida's Marine Patrol maintains a force of 308 officers who divide their time between marine fisheries and boating, with 28 percent of their time spent on boating. An auxiliary of 150 volunteers assists.

Officers have full police power and are deputy U.S. Fish and Wildlife wardens. They enforce game fish and protected species regulations but Florida has a separate agency to enforce fish and wildlife.

Marine Patrol's prime responsibility is public safety on the water. Equipment used includes large off shore patrol boats, go-fast boats, four-wheel drive vehicles, two helicopters, eight airplanes, one amphibian, ship-to-shore radios and radar.

Georgia

In Georgia, 238 conservation rangers who enforce the boating, fish and wildlife laws have full police power. Rangers play a primary role in search and rescue, recovery of drowning victims and are responsible for investigation of boating accidents.

During the non-boating season rangers continue to enforce game and fish laws, teach boating and hunter safety classes and conduct other information and education programs.

They have their own radio network on the low band system and use VHF for drug enforcement. Equipment on boats includes instruments for navigation, sonar equipment and radar.

Kentucky

The 32 water patrol officers who enforce boating laws in Kentucky have full police power. Although able to enforce wildlife and fisheries laws, they seldom do.

Officers coordinate search and rescue efforts on any water in the state, private or public. During the non-boating season, officers investigate stolen boat reports, make dealer checks, conduct boating safety, first aid and CPR classes and refurbish their boats.

Their boats have full range radios enabling officers to contact all state and local authorities. Equipment includes a recording depth sounder for detecting submerged objects.

Louisiana

The 244 officers of the Department of Wildlife and Fisheries who enforce Louisiana's boating, wildlife and fisheries laws have full police power in the state.

Since they are the primary water enforcement unit, they are the leaders in search and rescue efforts. They patrol no-wake zones, enforce boating regulations and conduct safety education classes.

Since speckled trout and redfish fishing is good in winter, boating continues. There seem to be as many fatalities in winter as other seasons.

Officers have their own radio frequency but their radios carry other police frequencies. Many boats use VHF. All agents are trained on photo electronic intoximeters. Off shore boats are helo lift certified.

Mississippi

Mississippi has 262 full-time conservation officers who have the dual responsibility of enforcing boating laws and wildlife and fisheries laws. They do not have full police power in the state.

About 20 percent of their time is spent on search and rescue operations, both on the water and in the woods.

When not busy with wildlife and fisheries laws, officers enforce boating laws.

Among their equipment are three-wheelers (ATVs), four-wheel drive vehicles and special flashlights.

Missouri

The 51 Water Patrol officers enforcing boating laws in Missouri have full police power. Water Patrol is the primary agency for search and rescue operations on the waterways of the state. Although county agencies are responsible for public safety during floods, which have occurred frequently, Water Patrol uses its boats and expertise to assist with evacuation, patrol for looters and rescue people from rooftops.

The primary job of officers during the non-boating season is safety education, but they have been busy this year with drownings and a flood.

The agency uses radios, radar guns, sound equipment, breathalyzers, cameras for surveillance and air boats for use during floods.

North Carolina

North Carolina's 215 wildlife enforcement officers are empowered to enforce only game, fish and boating laws. Although they are not primarily responsible in a search and rescue operation, officers are ready to assist.

During the non-boating season, officers continue to enforce wildlife laws. Cars and boats are equipped with radios, officers carry portable radios and boats are equipped with safety equipment.

Oklahoma

In Oklahoma, 50 full-time water safety enforcement officers and six seasonal officers enforce the state's boating laws. They have full police power.

Search and rescue operations on state waters are the responsibility of the water

safety officers who also enforce fish and wildlife laws.

During the non-boating season officers teach boating safety education courses.

Boat equipment includes radios, breathalyzers and sound equipment.

South Carolina

The 218 conservation officers who enforce South Carolina's boating laws have more police authority than any other officer in the state. They enforce wildlife and fisheries laws and are even called upon occasionally to write traffic tickets.

Officers are called frequently into search and rescue operations. A team of diving specialists is ready to participate.

During the slack boating season, officers continue to enforce fish and game laws and protect marine mammals and endangered species.

Boat equipment includes radios, radio direction finders, scanners, marine radar.

Tennessee

In Tennessee 156 officers of the Wildlife Resources Agency enforce the state's boating laws. They are empowered to enforce only boating regulations and wildlife and fisheries laws.

Officers participate in search and rescue operations and are responsible for evacuating people from the water near nuclear power plants in the event of a disaster.

During the non-boating season officers continue enforcing wildlife laws.

Boat equipment includes portable radios, sound meters and depth finders.

Virginia

The 160 game wardens of the Commission of Game and Inland Fisheries have full police power and enforce boat laws and game and fish laws the year around.

In the rural counties inland, the game wardens conduct most of the search and rescue operations, but in Tidewater and around the cities, other agencies are called.

Equipment on patrol boats includes radios, the normal enforcement equipment and a graph recorder. The commission uses two aircraft for boat enforcement.

The federal boating safety funds have allowed significant improvement in the education program. Georgia's new boating education course was recently approved by NASBLA. Last year, approximately 25,000 persons attended boating safety programs throughout the state. With the new course available, an increase in the number of participants is anticipated.

Federal funds have been used to upgrade equipment, to computerize records and accident data and to improve officer training programs.

Conservation rangers are required by law to attend six weeks of basic training at the Georgia Police Academy in Atlanta. The department provides three weeks specialized training and six months on-the-job training under veteran officers. Monthly inservice training is given all officers.

In July 1986, our training program will be moved to the new Georgia Public Safety Training Center near Macon. This facility, designed and built with training facilities for boating safety officers, includes a lake, boat docks and an outdoor classroom.

The department enjoys an outstanding relationship with the Coast Guard Auxiliary whose facilities perform numerous search and rescue operations, sundown patrols and regatta patrols on the state's major reservoirs and along the coast. The Auxiliary does an excellent job of providing boating safety education. Their contributions are a tremendous asset to the boaters of Georgia.



Joel M. Brown, Georgia's boating law administrator since 1981, is assistant chief of law enforcement for the Department of Natural Resources.

Training for state boating officers

National Boating Safety Course

by CWO J.L. Williams, USCG

As a result of the passage of the Federal Boat Safety Act of 1971, the Coast Guard started a boating safety training course in 1972. In 1973 this course became an official Coast Guard school at the Reserve Training Center in Yorktown, Va.

A new boating safety course, designed for state law enforcement personnel, was established.

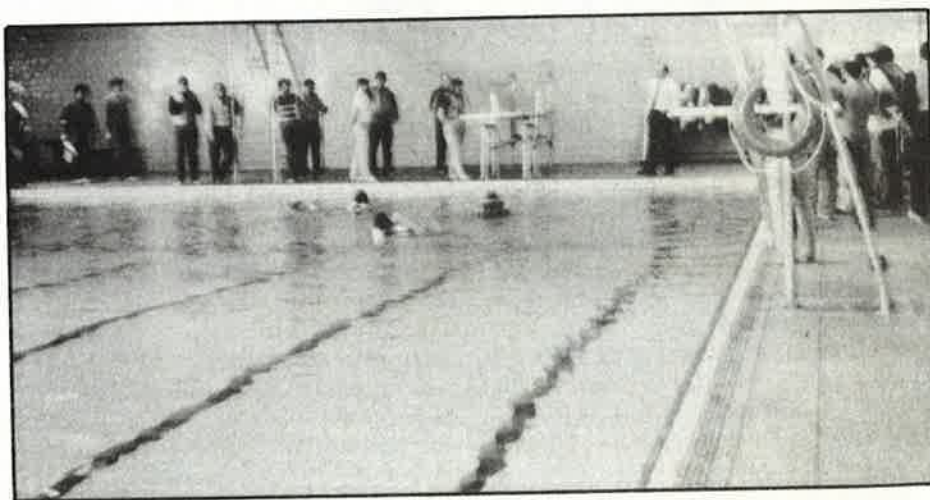
The purpose of the school was to teach Coast Guard personnel assigned to boating safety detachments boating safety laws and regulations and boarding procedures. To assist the states in their boating safety programs, several seats were reserved in each class for state marine enforcement personnel.

As the activities and needs of the boating safety detachments changed, the length and content of the course curriculum changed. When the boating safety detachments were phased out in 1982, the National Boating Safety School was closed.

The need for the training of state marine enforcement personnel, however, did not stop. The Federal Boat Safety Act of 1971 called for uniformity, comity and reciprocity of state and federal laws and regulations. The Coast Guard Roles and Missions Study of 1982 called for the states to assume the primary responsibility for boat law enforcement and education.

The most effective way to accomplish these goals was to provide uniform training to enforcement personnel from all the states. A new boating safety course, designed for state marine law enforcement officers, was established by the Coast Guard at its Marine Law Enforcement School at Yorktown.

The course, first conducted in 1982, was extended in 1983 to its current length.



State boating law enforcement officers learn the capabilities of various personal flotation devices at a poolside demonstration during the National Boating Safety Course.

of 10 days. It is taught by Lt. Mark Kern, chief of the school, and Lt. Gordon Thomas.

The curriculum includes such boating related subjects as boarding procedures, equipment requirements and boat construction standards. Classes in the recovery of stolen boats, marine accident investigation, intoxication identification and enforcement procedures are taught by experts in the marine law enforcement community. The class in accident investigation is taught by Cpl. Gary Haupt and Patrolman William Holmes of the Missouri State Water Patrol. A day and a half session on operating under the influence is presented by Sgt. Ron Richardson of the Shasta County, Cal. Sheriff's Department and Lt. Nevin Fidler, USCGR. Lt. Dave MacGillis of the Florida Marine Patrol teaches a day long course on boat theft.

Following classroom instruction, students are given practical exercises in the inspection of equipment, boarding procedures, intoxication identification and

The graduate should be ready to assume an active role in recreational boating safety.

marine accident investigation. PFDs, fire extinguishers and visual distress signals are demonstrated.

Upon successful completion of the course, the graduate should be ready to assume an active role in the recreational boating safety and marine law enforcement field.

The American Council in Education (ACE) has accredited the National Boating Safety Course, allowing four credits in Boating Safety Laws, Enforcement.

Classes are held during the winter—the non-boating season for many of the states. Each state is assured two quotas a

year and additional quotas may be requested by the boating law administrator. Class size is limited to a maximum of 32 students. Over 300 students from all the states and territories have completed the course to date.

Travel and meal costs must be borne by the state or agency sponsoring the student. Lodging is available at no cost to the student in Caine Hall, the newly completed officers quarters at the Reserve Training Center. Meals are available to students at the Officers Mess for a nominal charge. Students may use the Reserve Training Center's recreational facilities which include a gymnasium and a movie theater.

A boating safety manual has been produced for the states and covers such topics as jurisdiction, boarding procedures, regattas, boat trailering, light requirements, etc. Almost 10,000 copies have been sent to the state boating law administrators for distribution to law enforcement agencies in the states.

For additional information and quotas contact: Commandant (G-BBS-2/43), U.S. Coast Guard, 2100 2nd Street SW, Washington, DC 20593, (202)426-1060, attn. CWO Williams.

CWO Williams is coordinator of the National Boating Safety Course. He has served aboard several cutters and at a number of shore stations during his nineteen year career with the Coast Guard.



Marine officers review fire extinguishing materials during one of the practical exercises at the school in Yorktown, Va.

Safety program in Kansas reduces accidents

by Richard Harrold

The State of Kansas has approximately 325,000 acres of public water available to the boating public for recreational purposes. This acreage includes 24 major reservoirs, many state and county lakes, and the Missouri and Kansas Rivers.

Kansas employs 68 Wildlife Conservation Officers who enforce the boating laws in the state. All of these officers have a one, two or three county district responsibility. The 24 reservoirs are included within these counties.

We have at least one patrol boat assigned to each major reservoir, one boat to the Missouri River, and an air boat assigned to the Kansas River and its streams and tributaries for patrol, rescue, and body recovery.

New equipment

Within the last year we purchased radios (mostly low-band, but a few high-bands where needed) for our 24 patrol boats, as well as Lowrance Depth locators for retrieving drowning victims. We also purchased electronic public address systems to assist in locating people on the reservoirs, to stop boaters, or to notify camping areas and boaters of approaching storms.

This year we are building three new boathouses to further reduce annual costs of storage for patrol boats. The new boathouses, to be located directly on the reservoirs, either on Fish and Game property or the property of the other agencies, will cut our response time to rescues, and reduce physical wear and tear on patrol boats considerably.

Selective enforcement

Since the Garcia decision became reality, our officers have devoted most of their time spent on the water to selective boating enforcement. We assign three or four patrol boats to one reservoir for the weekend or holiday to do on-the-water checks of other water craft. Since starting selective boating enforcement operations the number of accidents has been reduced from a comparable time last year and the number of drownings was cut in half. We hope and believe that this extra effort by our officers

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NCIABLA News

Illinois

In Illinois 147 conservation officers with full police power enforce all conservation laws including boating, snowmobile, wildlife, timber and all laws in state parks and conservation areas.

Since the Department of Conservation is the primary agency on the water, officers are usually the first on the scene when search and rescue or recovery efforts begin. They either conduct the operations or assist the counties.

During the non-boating season officers continue to enforce conservation laws. A priority for all officers is attendance at safety education classes.

Patrol boats are radio equipped, capable of contact with state police units.

Indiana

There are 148 conservation field officers to enforce the boating laws in Indiana. They have full police power and their duties include enforcement of fish and wildlife laws. As peace officers, they are responsible for public safety, including search and rescue.

During the non-boating season, officers continue to enforce fish and wildlife laws and conduct safety education classes, including boating education.

Most of the fleet is radio equipped. Other equipment includes depth sounders, speed radar guns, field breath analyzers and, on larger boats, surface radar.

Iowa

Iowa has 75 full-time conservation officers and 12 seasonal officers to enforce its boating laws. The full-time officers, who enforce all the laws of the state, specialize in boating, fishing, hunting, trapping and snowmobile laws.

Conservation officers took part in 639 boating assists in 1985. They are on call for search and rescue.

During the non-boating season, officers enforce snowmobile laws and continue fish and game enforcement.

Radios on inboard/outboard boats have special head phones and mikes to allow officers to hear above engine noise and transmit and receive without using hands. Equipment includes decibel meters and one airboat.

Kansas

Hunting, fishing, trapping, trespassing and boating laws in Kansas are enforced by 68 full-time officers and 46 part-timers. Full time officers were given full police power in July.

Because they have the equipment, conservation officers are usually the first called to a drowning or rescue.

During the non-boating season, conservation officers continue to enforce wildlife and trapping laws, teach boating and hunter safety courses and spend 80 or more hours updating their own schooling.

Boats have public address systems to warn boaters of approaching storms and spotting scopes to locate people.

Michigan

The boating safety program in Michigan is operated through grants to the counties. About 100 county officers enforce boating laws and all 140 state conservation officers do some marine patrol. Over 300 seasonal people are used. All officers have full police power, but usually only the conservation officers enforce fish and wildlife laws.

Normally sheriffs handle search and rescue operations, but since conservation officers have the equipment, they are sometimes the primary responder.

During the non-boating season, conservation officers continue to enforce natural resources law and inspect small charter boats. County officers continue full time enforcement of general criminal law. Both conduct safety classes.

Among the equipment used are 12 well equipped patrol boats on the Great Lakes.

Minnesota

In Minnesota 175 conservation officers and 15 sheriff's deputies enforce the boating laws. They are assisted by 500 volunteers. Conservation officers do not have full police power; deputies do. The conservation officers enforce wildlife and fisheries laws year round.

County sheriffs have the prime responsibility for search and rescue, and conservation officers, with their specialized equipment, assist.

In the non-boating season, conservation officers continue fishing and hunting enforcement, and receive in-service training. County deputies work on

ice safety and snowmobile enforcement. Both conduct safety programs.

Equipment includes two-way radios on smaller boats, VHF on larger boats, decibel meters, radar for speed enforcement and recording depth sounders.

Nebraska

Boating laws in Nebraska are enforced by 50 conservation officers who have full police power. The officers also enforce game and fish laws.

Their role in public safety is to help with civil defense and perform search and rescue when needed.

During the non-boating season officers continue enforcing fish and wildlife laws.

Equipment on boats includes radios and public address systems.

North Dakota

The 29 wardens who enforce North Dakota's boating laws have full police power on the waters of the state and all land leased or managed by the Game and Fish Department or when responding to requests of other law enforcement agencies. They enforce laws and regulations of big game, small game, fish, wildlife, natural resources and boating.

Search and rescue is usually a cooperative effort among county sheriffs, wardens and other agencies.

During the non-boating season wardens continue enforcing game, fish and natural resources laws.

Wardens use radios with scanners enabling them to communicate with other agencies.

Ohio

In Ohio 44 watercraft officers from seven district offices enforce the state's boating laws. They are assisted by college interns who work part time during the summer. Although officers have full police power, they have limited jurisdiction and authority and do not enforce fish and wildlife laws.

Officers make equipment checks, spot checks, perform search and rescue and do some towing.

The non-boating season is safety education season in Ohio and the demand for education programs from schools, boating clubs and sporting clubs keeps officers busy.

Officers will use breathalyzers in the

coming season. Other equipment includes depth sounders and radios.

South Dakota

The 65 conservation officers who enforce South Dakota's boating laws also enforce wildlife, fisheries, parks and pollution laws, and all other laws but traffic.

Although they share the responsibility with county sheriffs, the conservation officers do 80 percent of the search and rescue operations in the state.

During the non-boating season, officers continue wildlife and fisheries enforcement, teach boating safety and hunter safety and make presentations at sport and travel shows.

Most boats are equipped with two radio systems—marine and state police. Other equipment includes blue lights, sirens, spot lights and public address systems.

West Virginia

In West Virginia 110 conservation officers enforce the state's boating laws in addition to their duties enforcing wildlife, fisheries, forestry, littering and park laws. They have full police power.

Officers are called when there is a drowning; search and rescue is usually coordinated with state police. Six conservation officers are trained scuba divers.

During the non-boating season officers continue enforcing wildlife, fisheries, forestry, littering and park laws.

Boats are equipped with radios.

Wisconsin

In Wisconsin 174 conservation wardens provide 16 man years for boating education and law enforcement. Ninety municipalities participate in boating enforcement and 200 part-timers assist. Wardens have full police power and enforce all conservation laws.

The responsibility of search and rescue lies with the county sheriffs but the wardens take an active role in the operations.

During the non-boating season, wardens continue enforcing wildlife and environmental laws and conduct safety education programs.

Boats and airplanes are used in boating enforcement. Boat equipment includes two-way radios, navigation systems, depth finders, metal detectors, decibel meters and alcohol detectors.

was responsible for the decrease in the number of drownings.

We attempt to have at least three people in each patrol boat. Since the number of officers available to work the reservoirs is limited, we have assigned one full-time wildlife conservation officer to each patrol boat along with two or more deputy officers. An employee of an outside agency might also be assigned to a patrol boat to assist a deputy conservation officer and the full-time officer. This spreads our wildlife conservation officers out a little better.

New education program

Our Operation Game Thief Program has been in effect a little over a year and we have received good reports of boating violations, which have included the illegal taking of fish or wildlife from watercraft.

Our boating education course is strictly a correspondence course. It is a new program through which we expect to reach a large percentage of pleasure boaters.

We still do courtesy boat inspections when requested by the boat owner. Normally, they are done before the boats are put on the water. When a deficiency is found, it can be corrected before the boater operates the boat. If the vessel passes, a waterproof sticker is placed on both sides of the bow.

We are continually upgrading our boating program to make boating in Kansas a safer and more enjoyable sport for all those involved with it. ▶

Richard Harrold is the assistant chief of enforcement of the Kansas Fish and Game Commission. He has been the state's boating law administrator since May 1984.

Island culture requires unique boating program

by David Parsons

Hawaii's boating program began with the passage of the Hawaii State Boating Law in 1965 which enabled the state to assume the responsibility for vessel registration, boating safety and boating accident investigating and reporting. The boating program is with the Harbors Division of the State Department of Transportation.

A boating program in an island state presents unique problems, but also eliminates or minimizes other problems common to mainland states. We do not have to standardize our rules with adjacent states—there are none.

The problem of boat theft is minimal (except for unnumbered dinghys and small inflatables) because there is no place to go without getting caught. We do, however, assist in the recovery of larger sailing vessels stolen on the West Coast and sailed over. Evidently, thieves are unaware that we receive descriptions of stolen vessels long before they make landfall.

Boating under the influence does not appear to be the problem that it is elsewhere. Local custom is to have at least one member of the crew sober enough to bring the boat back to shore. Most residents have respect for the open ocean and realize that offshore conditions can change rapidly enough to challenge their full capabilities. Due to our prevailing Northeast trade winds, the next landfall downwind is the Marshall Islands.

Although Hawaii is surrounded by water, it ranks 50th of the 55 states and territories in the number of vessels registered. Most boating activity takes place on the open ocean. We have no sheltered lakes or rivers to provide boating opportunities for less venturesome individuals.

A severe shortage of marina facilities exists because land values and the unprotected nature of the shoreline make marina construction unprofitable. The state develops and operates most small craft harbor and boat launching facilities.

Our boating safety record still has room for improvement. Although Hawaii had no boating fatalities in 1981, we have been unable to sustain this record. Many acci-

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WESBAA News

Arizona

The 12 boating safety officers who enforce Arizona's boating laws are assisted on busy weekends by 83 wildlife officers. Boating safety officers are certified peace officers who enforce all the laws, including fish and wildlife.

Officers play a back-up role in search and rescue supporting county sheriffs.

Boating slows down in the winter in Arizona but doesn't stop. When not busy with boating, officers assist with wildlife.

Boats are radio equipped, have depth finders and decibel meters. Intoxilizers are used at aid stations on shore. Divers are equipped with either wet or dry suits.

California

No single agency in California is responsible for enforcing the boating laws, boating is left to state or national parks or the local governments—county sheriffs, harbor patrols or city police. In all, 200 officers work on boating full time and another 200 work seasonally. Most officers have full police power, but some of the part-timers have limited authority.

The primary function of these officers is safety, which includes search and rescue. Many participate in education. The state's fish and game agency is responsible for wildlife laws.

Since fishing is good in California the year around, boating continues in winter.

Inland boats have resuscitators and first aid equipment, coastal boats have lorans, radar and radios.

Colorado

In Colorado 70 commissioned parks and recreation officers enforce the boating laws. During the summer 70 part-timers including college students over 21 and some retired people assist. Full-time officers have full police power, part-timers only have authority to conduct safety inspections, issue verbal warnings, or issue tickets pertaining to boating laws.

Officers enforce wildlife, drug, traffic and criminal laws and have water search and rescue capabilities. County sheriffs usually direct SAR.

During the non-boating season, officers enforce snowmobile and state park and recreation laws. Some take special park management assignments.

Boat equipment includes police band

radios, decibel meters, speed radar guns, and, on shore, breathalyzers.

Hawaii

The 16 marine patrol officers in Hawaii have limited police authority. They enforce boating laws and oversee boat harbor operations and vessel registration. They do not enforce fish and wildlife laws, but work closely with conservation officers if they see a violation.

Patrol officers' concern is the safety, health and welfare of boating and protection of personal property in the state harbor system. Near-shore search and rescue is conducted by local fire departments and offshore, by the Coast Guard.

Some boats are radio equipped. Officers use video recording equipment to support their accident investigation.

Idaho

In Idaho the county sheriffs are responsible for enforcing the state's boating laws. Of the 38 counties with boating activity, 22 have active boating enforcement programs. The largest county uses eight people to enforce boating laws. Some counties hire extra people in the summer, others use deputies. Although deputies have full police power, they usually do not enforce fish and wildlife laws.

The responsibility of search and rescue lies with the county sheriffs. In some of the larger towns, fire departments assist.

In the non-boating season, deputies assume their regular duties, and since several of the counties must have an education program, some devote time to boating education.

Equipment includes police and CB radios and public address systems.

Montana

There are 57 full-time field wardens and three part-time warden trainees to enforce Montana's boating laws. Their authority is limited to boating, snowmobile, litter, trespass, parks and recreation and fish and wildlife laws. Their primary job is wildlife law with an emphasis on boating during the season.

Wardens assist sheriffs during search and rescue operations for boaters and hunters and are assistant fire marshalls in the event of forest fires.

Equipment includes canoes, jet boats, rubber rafts, a helicopter with pontoons, and high and low band radios.

Nevada

In Nevada 22 game wardens spend from one to 10 months on boating assignments. They have full police power, but their primary job is wildlife law enforcement and boating safety. They are also required to work on livestock theft.

If they are first on the scene, they will begin search and rescue operations; if not, they will assist either the county sheriff or National Park Service.

Boating is year around on the Colorado River system, but in northern Nevada, boating season ends in the fall and wardens return to full time wildlife law enforcement. During slow times, wardens conduct boating education.

Equipment includes decibel meters, recording depth sounders, night scopes and radios that scan other agencies.

New Mexico

New Mexico has 10 full-time boating officers in the Parks and Recreation Division to enforce its boating laws. During the busy season six to eight park employees are assigned to assist the officers. Full-time officers have full police power, part-timers can only enforce park rules and regulations.

Officers enforce fish and wildlife law and are responsible for public safety within the state parks. They conduct search and rescue operations on state park property.

In the off season, officers continue to patrol, but it is also the time for more boating safety education.

Boat equipment includes radios, loud-speaker horns, sirens and red lights.

Oregon

The Oregon Marine Board contracts with 27 of the 36 counties in the state and with the state police for marine law enforcement. In 12 counties a total of 17 people enforce boating laws the year around. Marine patrol is included in the duties of 125 state police who are assigned to fish and game. An additional 60 part-timers assist during the busy boating season. Officers have full police power, some of the part-timers do not.

The Marine Board does not fund search and rescue, this is the charge of county sheriffs.

In counties where boating ends in the winter, deputies are reassigned to snow-

mobile and other winter sports.

Equipment includes radios, fathometers, decibel meters, jet boats, air boats, conventional craft.

Utah

In Utah 100 park rangers, assisted by three seasonal workers, enforce the state's boating laws. They have full police power and, although not their prime responsibility, will assist with fish laws.

Search and rescue operations are handled by county sheriffs, but park rangers assist, particularly in areas where they have equipment.

During the non-boating season, rangers enforce snowmobile and off-road vehicle laws and continue to run the parks. They are required to attend a 10-week law enforcement course each year.

Equipment includes boats, two-way radios and radar guns.

Washington

In Washington about 12 sheriff's deputies and 20 city police officers enforce the state's boating laws the year around. An additional 30 deputies and police officers work seasonally. They have full police power.

Their role in public safety is to prevent violations that cause accidents and to participate in search and rescue operations.

During the non-boating season, seasonal officers return to departmental assignments. A few of the county sheriffs have begun boating education programs.

Equipment includes breathalyzers, decibel meters, radar, fire fighting equipment and jet sleds for river patrol.

Wyoming

In Wyoming, the 76 game wardens work boating law enforcement as they are able. A temporary crew of four works on the reservoirs during the boating season.

Wardens do not have full police power, they are limited to wildlife and boating laws, felonies in progress and giving assistance at the request of other law enforcement agencies.

County sheriffs are responsible for search and rescue, but the game wardens, with their equipment and expertise, are ready to assist.

During the non-boating season, the wardens continue wildlife management.

Equipment includes boats, radios and bullet proof vests.

dents involve small craft which disappear without trace.

We plan to increase our efforts in both boating safety education and enforcement. With 1983 and 1984 federal safety funds we acquired a patrol vehicle, patrol craft and trailer for the outer islands of Kauai, Maui and Hawaii.

Our Marine Patrol Unit is quite small—12 positions on the Island of Oahu, and one position for each of the other islands. We hope to add at least one more position to these districts within the year. Presently, county fire departments provide near-shore emergency response, while the Coast Guard is responsible for offshore search and rescue. Should the Coast Guard's operating budget be reduced, the state would be unable to assume those responsibilities with current funding.

Our greatest challenge is the task of minimizing conflicting use of shore waters. In addition to one million residents, Hawaii receives over 4.5 million visitors a year. We must deal not only with the physical conflicts caused by too many activities in the same area, but also with cultural conflicts caused by introduction of new types of watercraft such as jet skis and sailboards in areas used for Hawaiian activities such as throw net fishing, outrigger canoeing and surfing.

On a rather sad note, I regret to report that Tom Stratton, Hawaii's first boating administrator, passed away just before Thanksgiving. I'm sure many of you will remember him as an early and active supporter of NASBLA. ▶



David Parsons, Hawaii's boating law administrator, is the state boating manager of the Department of Transportation.

Ohio boaters taught effects of cold water firsthand

In Ohio where cold water is a problem for boaters 11 months of the year, one of the boating education courses the Division of Watercraft teaches is cold water survival.

The course is taught in schools, community centers or recreation centers, places where a two hour session can be taught in a pool to allow students to experience the effects of cold water firsthand.

Even in indoor pools, students can feel the heat retention ability of certain personal flotation devices, clothing and people huddled together. Students who go into the water wearing Type II and Type III PFDs realize that a device that covers the back holds in more heat than one that does not. When they go into the pool wearing their clothes they learn that wet clothing has the ability to retain body heat. They are

given the chance to feel what float coats and survival suits will do.

They practice the heat escape lessening posture (HELP) and the huddle position. After holding others in the huddle position for 30 seconds, then swimming out of the circle, students experience a temperature change that feels like a 20 degree decrease.

The watercraft officers use a hypothermia tank, a clear tank filled with water and ice, to teach the effects of frigid water on the body. Students are asked to put their hand in the tank and leave it there for as long as possible. They find in less than 10 or 15 seconds, they've had enough.

A life jacket buckle is tossed into the tank and the students are asked to try to buckle it under water. Their fingers become so stiff and painful that it's an

impossible task, and they've learned the importance of having the PFD on before going into the water.

Students are taught in the pool how to get out of the water if they fall through ice. Everyone going on ice is encouraged to carry an ice awl or nails in the pocket. In class, a 3/4 inch piece of plywood with indoor/outdoor carpet applied to one end is used to simulate the broken ice. The student jams the awl or nail through the carpet into the wood and tries to wiggle out onto the board as he would out onto the ice. It takes practice and skill to get out quickly and safely.

The watercraft officers also offer courses in ice sailing and ice safety to people who live near frozen lakes or who use the lakes for recreational purposes. ▶

Coast Guard Auxiliary designs new short course

Long recognized for its efforts in providing boating safety courses to the public, the U.S. Coast Guard Auxiliary is now developing a short course for boaters who won't go to the classroom for boating safety.

The course, to be taken out to students in boat clubs, sporting clubs, recreation centers or parks, is designed to be taught in one four-hour session. Members of the

Auxiliary will teach the course, but the sponsoring organization will be responsible for arranging and advertising the classes. The Auxiliary hopes to introduce the new course this spring.

The Auxiliary was established by Congress in 1939 as a voluntary affiliate of the U.S. Coast Guard, with a mission to assist the Coast Guard in promoting boating safety. To this end, members offer courtesies

marine examinations, operational support of the Coast Guard for search and rescue and marine regattas, and boating courses for the public.

In 1984, 56,000 people enrolled in Boating Skills and Seamanship, a course taught in two-hour sessions one night a week for 10 to 12 weeks. Classes cover equipment requirements, rules of the road, aids to navigation, simple piloting, boat handling, trailering, and such options as weather, locks, dams and radios.

During the same year, 14,000 people enrolled in Sailing and Seamanship, a course that teaches the basic techniques of handling a sailboat, along with most of the subjects covered in Boating Skills and Seamanship.

A third course, Coastal Piloting, offers a more detailed study of charts, compass, currents, tides, etc.

Materials for the courses are prepared and written by the Auxiliary. Students pay for the materials, but instruction by Auxiliary members is free. Most of the courses are taught in the off boating season, but actual schedules are made locally. For information on local classes, call 1-800-336-BOAT. ▶



Kiosks have been installed by the Oregon Marine Board at boat ramps or on beaches to provide information to boaters as they launch their boats. The signs include a navigation chart and map of the area and information on local hazards, rules of the road, hazard markers, safety equipment and commercial vessels. The colorful three panel signs are located in the Portland area, along the coast, and for sailboarders at the Columbia River Gorge.



A professional boat operator is at the wheel of the patrol boat as the South Dakota conservation officer makes a spot check for safety equipment.

South Dakota hires summer skippers to operate, maintain patrol boats

When South Dakota conservation officers work one of the four large reservoirs on the Missouri River, they are likely to go out on a patrol boat with a professional boat operator at the wheel. The conservation officers are free to enforce boating and fishing regulations while the boat operator pilots the boat.

Seven extra people hired

During the busy boating season, seven extra people are hired in the state to operate and maintain the larger patrol boats. They are retired police officers, graduate students, they are people with mechanical and boat handling skills who are willing to work full time during the months of April through September, the six busiest boating months.

The boat operators are each assigned a boat—a 21-foot Glasstron cutty cabin with a 200 horsepower outboard—a vehicle with which to haul it and an indoor facility

in which to store it. They see that the boat is kept in top condition and is ready to be put in service whenever needed, especially during weekends, holidays, for regattas and when the fishing is good.

In South Dakota, the conservation officers are rotated for duty around the state to spread the load of marine work. Some of the officers from the dry areas of the state ordinarily have no need to use boats. When they are on duty on one of these reservoirs, they can rely on the boat operator to know the water and be expert at handling the boat.

Not alone on law enforcement

Although some of the boat operators are retired police officers and understand law enforcement, the operators are not expected to do any law enforcement nor would they go out alone on law enforcement. But since their boats are readily

available, they do occasionally go out on an emergency or search and rescue without the conservation officer on board.

Worked three seasons now

The full-time boat operators have supplemented South Dakota's boating safety program three seasons now and William Shattuck, the boating law administrator, terms the program a real success. The full-time operators, he says, have time to keep the equipment in good repair and get the boats out on the water more often. And it allows the rotation of officers who have not been involved in the boating program into the high use boating areas, freeing the officers who live in the areas from the full responsibility. ▶

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1986 allocations greatly increased

Recommended allocations based on a \$30 million appropriation for boating safety programs in the states were listed in the Congressional Record for Sept. 30, 1985. These figures take into account the five percent used for non-profit grants. They are approximate figures and are subject to change.

Alabama	\$ 742,174	Louisiana	\$ 667,280	Ohio	\$1,063,616
Arizona	\$ 427,050	Maine	\$ 355,791	Oklahoma	\$ 609,838
Arkansas	\$ 370,023	Maryland	\$1,667,099	Oregon	\$ 499,050
California	\$1,988,322	Massachusetts	\$ 553,937	Pennsylvania	\$ 763,622
Colorado	\$ 274,995	Michigan	\$1,432,283	Rhode Island	\$ 233,369
Connecticut	\$ 379,599	Minnesota	\$1,199,830	South Carolina	\$ 602,988
Delaware	\$ 321,578	Mississippi	\$ 474,054	South Dakota	\$ 235,588
District of Columbia	\$ 357,690	Missouri	\$ 779,706	Tennessee	\$ 516,117
Florida	\$1,661,698	Montana	\$ 253,380	Texas	\$ 924,769
Georgia	\$ 662,662	Nebraska	\$ 260,876	Utah	\$ 315,732
Hawaii	\$ 363,227	Nevada	\$ 275,848	Vermont	\$ 233,247
Idaho	\$ 317,914	New Hampshire	\$ 268,677	Virginia	\$ 443,807
Illinois	\$ 558,547	New Jersey	\$ 814,313	Washington	\$ 524,402
Indiana	\$ 496,055	New Mexico	\$ 254,290	West Virginia	\$ 254,034
Iowa	\$ 545,168	New York	\$ 704,909	Wisconsin	\$ 712,698
Kansas	\$ 292,457	North Carolina	\$ 529,349	Wyoming	\$ 219,838
Kentucky	\$ 543,192	North Dakota	\$ 236,640	Puerto Rico and the Trust Territories	\$ 805,656