

# small craft ADVISORY

National Association of State Boating Law Administrators

Vol. 14 No. 6 August/September 1999

## INSIDE:

Type V Inflatables  
approved p.3

BUI Enforcement  
Survey p.8

Drowning victim  
recovery video  
shot p.20



*Boater sobriety checks are part of the routine for boating safety officers nationwide. Minnesota's Scott Carlson is shown giving a breath test during one of his patrols on a personal watercraft. PBTs are a key piece of equipment for boating law enforcement, and for more on the subject of prevention, see the results of this issue's survey, starting on page 8. (Photo courtesy Minnesota DNR)*



**Produced under a grant from the Aquatic Resources (Wallop/Breaux) Trust Fund.  
Administered by the U.S. Coast Guard.**





# President's Viewpoint by William Engfer

It is hard to believe that a year has gone by. While NASBLA is preparing to hold it's annual conference, I am preparing to turn the helm over to a new President.

It has been a great experience and one that I will cherish for the rest of my life. I hope that NASBLA has been able to move the issues of boating safety forward this last year and continue in the building of a foundation that will take us into the 21st century. I know that each and everyone of the BLA's has tried to do their best in making our nation's waters "Safe and Enjoyable for all to use." I am extremely pleased with all the things we have been able to accomplish this last year, but realize that while we have made strides there are still issues that we need to continue to work on.

The issues that continue to face the boating public and all concerned parties are the issues of:

- uniformity of boating laws between states
- the pull between encouraging more boating with the issue of boating safety
- the increase issue of user conflicts
- proper level of funding

While we have made strides in these areas, we need to continue to push forward. As boating continues to grow and the demands of society change in this country, we will see increased conflicts between

users. Whether it will be education, time zoning of waters or some other new method that will address this issue, we need to continue to look for answers. Towards this endeavor of looking into the future, I am pleased to announce that NASBLA will be hosting a futures forum, in which all organizations and people concerned with boating will be asked to look into the future. This forum will utilize futures professionals who will help guide discussions. It is anticipated that this forum will be held within the next year. This is one of the most proactive things that we can do in preparing for future.

I would like to thank all of you who have made this last year safer for all those, that use the waterways. I

have met some very special people who dedicate their lives to boating safety that I will never forget. Your dedication has made my term rewarding and fulfilled. Specifically to the Executive board, Executive Director, Executive Secretary and Committee chairs: "Thank you," your work in addressing the projects that we took on this year was outstanding.

I would hope that all of us would look at things not for what they are, but for what they can be. I leave you with this thought, and the words of Cadet Maxim, USMA, West Point, NY:

"Risk more than others think is safe.

Care more than others think is wise.

Dream more than others think is practical.

Expect more than others think is possible."

## NASBLA honors Rep. Gilchrest with 1999 Legislative Award



NASBLA President William Engfer presenting Congressman Wayne Gilchrest with the NASBLA Legislative Award for 1999 on August 26, 1999.

ANNAPOLIS, Md.—Maryland Congressman Wayne Gilchrest (R-1st Dist.) is the recipient of the 1999 Legislative Award, from the National Association of State Boating Law Administrators.

Gilchrest, a five-term congressman, earned the prestigious award for his "quality of leadership to insure that boating legislation, in the best interest of the nation's boating public, is enacted into law."

According to NASBLA President Bill Engfer, Rep. Gilchrest has worked diligently for boating safety legislation. His efforts have been critical to the success of boating legislation, particularly the "TEA-21" funding package.

In a letter to Gilchrest, Engfer lauded the congressman's, "deep commitment to protecting our priceless natural resource, 'our waterways,' your leadership and untiring efforts to insure that boating safety improvements were included in the six-year reauthorization of the highway bill."

Additional funding included in TEA-21, Engfer noted, will provide key support for improving the states' administrative infrastructure, purchase equipment and promote educational and enforcement techniques that stimulate increased boating safety awareness, thus leading to reduced boating fatalities.

Rep. Gilchrest received his award during ceremonies at the Annapolis waterfront, next to the Maryland Natural Resources Police office and the U.S. Naval Academy. In attendance were representatives from the U.S. Coast Guard, National Safe Boating Council, Maryland Department of Natural Resources, and Col. John Rhoads of the Natural Resources Police. 'caption' NASBLA President Bill Engfer hands Rep. Wayne Gilchrest the 1999 Legislative Award during ceremonies earlier this summer in Annapolis.

## small craft ADVISORY

A publication of the National Association of State Boating Law Administrators

521 W. Short Street, Lexington, KY 40507

William Engfer, president; Paul Donheffner, vice president; Mike Wilson, secretary/treasurer; Ted Woolley, immediate past president.

Vol. 14 No. 6

August/September 1999

Publisher ..... Dan Langdon  
Managing Editor ..... William R. Ladd  
Editor ..... Dave Workman  
Layout & Design ..... April Faires  
Circulation ..... Evelina Kushnir

Small Craft Advisory is published bimonthly by Outdoor Empire Publishing, Inc., P.O. Box 19000, Seattle, WA 98109  
Postmaster: send address changes to Small Craft Advisory, 511 Eastlake Ave. E., P.O. Box 19000 Seattle, WA 98109  
Phone: 206/624-3845, Fax: 206/695-8512.

To receive Small Craft Advisory, please contact your state boating law administrator or NASBLA at 606-225-9487.



# USCG approves automatic inflatable Type V models

WASHINGTON, D.C.— In a long-awaited move that came only after years of development and testing, the U.S. Coast Guard has approved several automatic-inflatable personal flotation devices, and approval of at least one more was pending at press time.

Okayed Aug. 13 were four models from Sporting Lives of Fruitlane, Idaho, and one model from Mustang Survival of Vancouver, B.C. A sixth model, from Stearns, has passed all required testing, and all that remains is for proper documentation to be approved, said Dan McCormick, a product engineer in the USCG Life Saving and Fire Safety Standards Division.

His colleague, Rick Gipe, an engineer with the Product Assurance Division of the USCG's Office of Boating Safety, said all the inflatables are Type V PFDs. One stipulation in order for them to meet the carriage requirement (one PFD for every person aboard) is that they must be worn at all times.

Also, each of the approved models will have instructions that direct the user to check the CO<sub>2</sub> cartridge in the inflator mechanism, prior to donning the PFD. There are two indicators, one showing whether the unit is armed, and the other showing whether the release lever is in its correct position.

Kim Elverum, Minnesota Department of Natural Resources and that state's boating law administrator, told *Small Craft Advisory* that USCG approval is "good news," but he tempered that by observing, "I think the final test is going to be how many people actually buy them and wear them. If someone has an automatic inflatable life jacket and it is worn because it is more comfortable, that would be great. If it is left on a boat seat it is no better than a traditional life saving device. In order for a life jacket to work like that, you've got to wear it."

Sporting Lives has four approved units, three armed with 38-gram CO<sub>2</sub> cylinders providing 35 pounds of buoyancy, and one model with a 25-gram cylinder that provides over 22 pounds of buoyancy. Mustang's approved unit has a 33-gram cylinder that also produces a "nominal rating" of 35 pounds of buoyancy.

The inflator mechanism for all these units features a bayonet pin with spring pressure that is held at ready, away from the tip of the CO<sub>2</sub> cylinder, by a dissolvable capsule. In the water, the capsule quickly dissolves and the pin pierces



Massachusetts Boating Law Administrator Richard Murray earlier this summer presented Type V inflatables to Department of Fisheries Commissioner David M. Peters and Secretary of Environmental Affairs Robert Durand.

the cylinder, inflating the PFD.

It is not foolproof, acknowledged Mustang's Paul Higginbotham, director of research and development. In a wet marine environment, or an area with high humidity, inflatables can inflate when they aren't supposed to. However, they can be re-armed, as a manual device.

Scott Swanby, Sporting Lives founder, added, "The important thing

to remember is that the automatic inflation device must be maintained. You must change the 'tablet' once each season, and if that is not done, you could get premature inflation."

Devices currently available have "80-percent relatively humidity resistance," Higginbotham said. In the future, designers will attempt to achieve a 96 percent rating, to offer increased assurance that they will not automatically inflate.

## Coast Guard Comments

Capt. M.F. Holmes

It was ugly. I was forced to stand out in the hot sun while hundreds listened to me make a few final comments, then, quickly and silently I had my hands tied behind my back and my feet tied together. Before I could resist or protest I was pushed over the edge into the deep water while the gallery watched, powerless to save me from my fate.

What could I have possibly done to deserve such treatment? What horrible chain of events had led up to this fateful day?

Simply, the Coast Guard has approved the first Type V Automatic/Manual Inflatable PFD. I had volunteered to demonstrate and what better way then to do it than with my hands and feet bound (after I had carefully checked out the PFD first including unscrewing the CO<sub>2</sub> cartridge and examining it for an intact seal).

This event was held at the U.S. Coast Guard Auxiliary National Conference coming just one week after the approval of four models from Sporting Lives/SOSPenders and one model from Mustang. Approval should be granted soon

for a model from Stearns. The approved PFDs are Type V with the restriction that they must be worn while aboard to count as meeting PFD carriage requirements. This restriction is because the PFDs do not have cylinder seal indicators. Instructions direct the wearer to check the CO<sub>2</sub> cylinder prior to donning.

Cylinder seal indicators are in development and are the key to removing the Type V restrictions on future automatic inflatable PFDs. They may also be checked visually without opening the covers, a major plus for enforcement. We're all working hard to make that happen as we've worked hard to get to where we are today. These PFDs are good. I've bet my life on them.

Oh yeah, after I was pushed in, the PFD inflated in about three seconds, brought me to the surface and turned me face up. It worked so well I was unable to lean forward to get my feet on the bottom of the pool. No problem. The Recreational Boating Safety staff of the Coast Guard Auxiliary was there, ready to pull me back to the side and help me out.

## Alabama fatal boat accidents decline about 40 percent

MONTGOMERY, Ala. - Some might call it coincidence, but Bill Garner thinks there is a significant correlation between this year's full enforcement of the Alabama's education and licensing requirement and a 40 percent drop in boating fatalities so far in 1999.

At the end of August, Alabama has posted 15 fatalities, where last year, 26 people had perished in boating accidents, Garner reported.

Garner, the state's Boating Law administrator for the Department of Conservation & Natural Resources, observed, "I'm starting to believe that (the education and licensing law) has had an impact."

He said the law took full effect earlier this year, after a five-year period designed to allow state boaters to take a safety course and get their licenses. There was a "last-minute rush" during the months immediately prior to the effective date, indicating that a lot of Alabamians had procrastinated until the deadline approached.

Garner called the implementation of the law a "wake up call" for boaters that has translated into increased attention to safety on the water. He is hopeful the pattern continues into the future.

"I think they are more aware," Garner said. "A lot of people have been exposed to education."

## Regional conference dates set in 2000

Dates have been set for the 2000 regional conferences scheduled by the Southern States Boating Law Administrators Association, Western State Boating Administrators Association and Northern Association of Boating Administrators.

The SSBLAA conference will be held May 14-17 in Oklahoma City, while WSBLAA will gather in Juneau, Alaska July 8-12. That meeting is followed almost immediately by the NABA conference July 18-22 at Toledo, Ohio.

## Boating safety legislation resting in Alaska legislature; agencies cooperate on safety

ANCHORAGE, Alaska—Currently resting in the Alaska State House Finance Committee, and due for consideration in January is the 49th State's Boating Safety Bill.

Boating Law Administrator Jeff Johnson is encouraged, noting, "Boating safety has never gotten this far before."

This past March, the state became eligible for federal funding conditional on yearly approval by the U.S. Coast Guard, he said.

Johnson, now the vice president of the Western States Boating Administrators Association, said that the state's Division of Parks, Department of Public Safety, and Coast Guard Auxiliary have been cooperating on boating safety events at two of the state's most popular inland waters Big Lake and along Deep Creek.

This summer, DNR rangers began carrying loaner personal flotation devices, donated by BOAT/US, and both rangers and State Troopers have been handing out coupons for ice cream cones from McDonalds, to youngsters found wearing life jackets. That program was started by Sue Hargis, USCG recreational boating safety affairs specialist in Juneau.

Alaska is stepping up its boating safety and enforcement training efforts. In February, four officers were sent for training to the instructor's course at Yorktown, Va., Johnson recalled. He said the state has also printed 42,000 copies of its first boater's handbook, and two boating safety posters, developed from outdoor interpretive displays, have been printed for display in public schools and offices of the Department of Motor Vehicles.

There is also a boating safety website at [www.dnr.state.ak.us/parks/boating](http://www.dnr.state.ak.us/parks/boating) and it has been accessed by over 200 boaters so far.

State parks rangers have been conducting boating safety classes and presentations for school groups, native organizations, military groups and others. And, the parks agency has been cooperating with the City of Anchorage to reach that city's population via its cable television channel.

For boating safety demonstrations, State Parks purchased a "Bobby The Boat" robot, which it loans to the Coast Guard Auxiliary, Johnson reported.

And the state purchased 250 PFDs for the Kids Don't Float program, he said.

## Iowa reports many drownings; PWC patrol 'making difference'

DES MOINES, Iowa — Five fatalities directly related to boating, and 15 drownings this summer, have marred Iowa's recreational scene, but despite all that, Boating Law Administrator Randy Edwards said enforcement officers are making a difference.

He particularly noted efforts of the Department of Natural Resources' personal watercraft team.

"They've been working hard, writing a lot of tickets," Edwards reported. "The team is making a dent. They work the high-use areas, and with a team of two or three working together, they can write maybe 15 to 20 tickets in an afternoon."

Edwards added, "We get a lot of positive comments from the public. I think we're making a difference and we're working more with dealers to pass along the rules and regulations to their customers."

Of the boating accidents this summer, one was particularly bad, Edwards recalled. A ski boat smashed into a pontoon boat at Saylorville Reservoir in the dark, killing one woman. That accident was still under investigation, to determine whether both vessels were operating with running lights, he indicated.

Edwards also said the agency will again try to get implied consent for boating under the influence arrests through the State Legislature next year.



## Gem State marine deputies benefit from wearing more than one hat



BOISE, Idaho— Like many other states, Idaho boating law enforcement and education efforts are greatly shared by local agencies, in this case, county sheriffs departments.

Many of the Gem State's 37 marine patrols utilize experienced officers from throughout their departments to patrol lakes and rivers within their respective counties during the busy summer season. Although many counties hire seasonal college students who come and go each year, others rely on the full time staff to add marine patrol to their current duties or transfer officers into their marine programs during the boating season.

Full time officers for Cassia and Minidoka County sheriff's departments who work the Snake River during the summer are usually working narcotics, solving rapes, theft and abuse cases or patrolling back roads in one-man patrol cars. While working marine patrol, they often find themselves keeping an eye out for the subtle signs of marijuana grow operations. Having more than 30 miles and over 30 remote and inhospitable islands of the Snake River between the two counties, this is an inviting place for would-be drug growers.

Veteran detective Lt. Randy White of the adjacent Minidoka County Sheriff's

Department noted, "We have been having problems for about ten years now... We look for trails, abandoned boats, juts and pails. If we get a call of suspicious activity, we check it out. We've even found a trip wire connected to the trigger on a shotgun."

Recently, Cassia County detective and marine officer Randy Kidd headed up a large investigation which took down an extensive grow operation and illegal wild game processing operation, based in part on one of these Snake River islands. Running parallel investigations with officers from the Idaho Department of Fish & Game, the Bureau of Criminal Investigation and U.S. Department of Agriculture, and others, over 750 plants were uprooted along with one of the largest indoor grow operations ever found in the area.

Boating law enforcement coordinator Pat Beale, Idaho Department of Parks and Recreation, said, "The seasonal college kids work hard and often do a good job, but nothing can replace experience, and the free reign the full-time officers have."

Last year, Idaho hired 19 seasonal officers, while about 40 permanent deputies worked part time in marine enforcement and another nine worked full time in their respective marine programs.

## New officers start training in Illinois; boating activity up

SPRINGFIELD, Ill.— The first wave of new officers hired by the Illinois Department of Natural Resources has begun training, with a second contingent due to begin in January, reported Boating Law Administrator Tom Wakolbinger.



By the time the hiring cycle is finished next year, there will be 40 more officers on patrol, and that doesn't include the ten who are filling positions that have been vacant. Wakolbinger said the first group consists of 16 officers, and the second class will have 34 new hires. The agency took advantage of a federal COPS grant to help fund the hiring.

They will go through 400 hours of police-certified training and another 12 weeks of conservation training, Wakolbinger said. The reason for so much training?

"Our guys enforce game, fish, boating, forestry, parks and snowmobile laws," he explained.

For their academy training, officers attend the Illinois State Police Academy, while the 12-week natural resources segment is held at a National Guard facility near DNR headquarters.

Wakolbinger indicated that these new officers can't get in the field too fast for his liking.

"We're just busier than heck," he reported. "We've been doing a lot of boat checks and a lot of OWI enforcement. We've had a stretch of hot weather and it really does bring people out."

## Florida agency teams with MADD against boating under influence

TALLAHASSEE, Fla.- Another campaign aimed at curbing drunken boating in the Sunshine State is being mounted this summer, a cooperative effort involving the newly-merged Florida Fish & Wildlife Conservation Commission and Mothers Against Drunk Driving.

According to Capt. Paul Ouellette, a billboard effort is the centerpiece of this campaign. Messages posted on major highways throughout the state will reflect a double-edged approach, aimed at BUI and wearing personal flotation devices.

"We decided to use the 'soft approach' to encourage boating in our state, but remind folks these are important issues," Ouellette said.

The campaign message depicts an adult and PFD-clad young girl, with the message, "I've got to wear mine, wear yours, too." Billboards also advise the public: "Stay Afloat, Don't Drink and

Boat."

"These billboards are placed in geographic areas based on our boating accident trend analysis," Ouellette explained. "We're putting the billboards on major interstates so we can target as many people as we can."

Since the merger of the Game & Fresh Water Fish Commission and Marine Patrol earlier this summer, activities have been running smoothly, Ouellette assured. He noted a slight increase in the number of BUI arrests, but suggested that may be "an anomaly."

"We're seeing direct benefits for the boating safety issues, being directed out of one house," he observed. "Our field staff is excited over this change."

Ouellette also noted that officers report a lot more "designated drivers" among boaters this summer, so the boating campaign apparently is having an early impact.

## Montana gets more loaner life jackets

MISSOULA, Mont. — About 100 additional loaner personal flotation devices have been received by the Montana Fish, Wildlife and Parks Department, reported Boating Law Administrator Jean Sewell.

She also said four more officers have been hired with additional funds okayed by the state's legislature earlier this year. They will be on duty at Fort Peck Reservoir, Canyon Ferry, Flathead Lake and Great Falls areas.

At least two of the new water safety officers have law enforcement backgrounds, she said. They do have enforcement authority with the agency, but are not commissioned law enforcement officers.

## Indiana fatalities down; study to assess licensing

INDIANAPOLIS, Ind.—Fatal boating accidents this summer are down far below last year's level, according to Boating Law Administrator Major Sam Purvis, Department of Natural Resources.

At press time, there had been only two fatalities, compared to 11 for the same time period in 1998, he said. Also, boating accidents are way down, he added.

Purvis has been appointed to the state's Motor Vehicles Department "Point Study Committee" which will determine how many points are assessed toward an operator's license when a person is charged with a boating violation.

Indiana has passed a licensing law that grandfather's everyone except for youths age 15 or younger who need to take a boating education course and obtain an ID card. Henceforth, nobody over age 15 may operate a motorboat over 10 horsepower without the course.

Purvis said the state will also examine statutes that govern dangerous operation, personal watercraft violations and boating while intoxicated. New legislation will include mandatory sentencing on BWI violations. Information on all of this will be included in Indiana student driver manuals, he reported.

## Georgia youths finish boating Ed. requirements at Adventure Camp; new BUI law is working

SOCIAL CIRCLE, Ga— Youths attending Georgia's annual Adventure Camp earlier this summer completed all the requirements necessary to obtain their boating safety certificate, reported Capt. Steve White with the Department of Natural Resources.

The youngsters also went through a hunter education course, including live fire, archery and skeet shooting, to obtain their hunter education certificates.

But it was on the water where students learned about personal watercraft and motorboat operation, water skiing, canoeing and jon boats. They remained in camp for a week, White said.

While new boaters have been educated, Georgia authorities are looking at the results of their first year of enforcement of the state's tough law against boating under the influence. Since the law took effect June 1, 1998, a total of 387 people have had their boating operations privileges suspended, said Sgt. Ronald Woodson.

Under the law, anyone age 21 or older operating a powerboat of 10 horsepower or greater, or a sailboat 12 feet long or longer, can be charged with BUI if they register .10 or greater on a breathalyzer. Under age 21, the breath alcohol level drops to .02 for charges to be filed, Woodson said.

Boating privileges may be suspended for up to one year for the first offense, three years for a second conviction and five years for a third conviction if they occur with a five-year period. Offenders may also be fined up to \$1,000 and serve up to 12 months in jail.



## Arizona's OUI strategies paying off as fewer offenders showing up now

PHOENIX, Ariz. - Putting pressure on intoxicated boaters with emphasis patrols, including one surprise change of checkpoint location on Lake Havasu has resulted in an apparent decline in drunken boating in Arizona waters.

At least, that's the way it looks to Arizona Boating Law Administrator Kim Keith. He told *Small Craft Advisory*, "We're finding fewer people operating under the influence."

But that observation came after a surprise that caught offenders flat-footed at Havasu.

"During one of our operations we did on Lake Havasu," he recalled, "we changed locations (from one marina to another) and found more suspects for OUI than we had in a long time. We did more field sobriety tests and I think about 40 percent of all the operators were suspected of OUI. I think it lets them know we're serious about OUI."

At one time, Keith said, "we found that about 50 percent of all operators had been drinking during the day. I found that pretty high."

However, he acknowledged that the incidence of OUI depends upon the body

of water, or area on a particular water. For example, Keith said some waters are more family oriented, while in the Bullhead City area, Havasu and the Colorado River's Parker Strip, one finds more drinkers.

Statistically, he said, alcohol is involvement in boating accidents appears to be "fairly low," but that may be because some of the victims are not screened very well for blood alcohol content.

"Most of our accidents happen on clear, calm, sunny days," he said. "It is operator inattention. They aren't paying attention and all of a sudden, they're in somebody's lap."

Keith estimated that about 60 percent of all reported accidents in Arizona waters involve collisions, with or without alcohol involvement. He also said about 65 percent of the accidents involve personal watercraft.

"A lot of accidents involve people riding together (on separate machines)," he suggested. "They know each other and run into each other by getting a little too close."

## Accidents in Louisiana heighten awareness, low water a problem

BATON ROUGE, La. — Thanks to a spate of boating accidents over the summer months in Louisiana, it appears boaters may be paying more attention to safety.

And, if they don't, officers from the Department of Wildlife and Fisheries are ready to remind them, indicated Lt. Robert Duthu.

He said low water in some areas has been a contributing factor.

Surprisingly, Duthu observed, many Louisiana boaters seem to be avoiding or ignoring the availability of boating education courses around the state.

"People are not perking up to the boating education classes," Duthu said. "The people we train aren't the people we really need to get to. The ones we need to reach are the ones who don't want to come to the course, and they really need the training."

Throughout the summer, officers have been issuing a lot of citations for boating while intoxicated, Duthu said. Many of those operators are discovered during random boat checks.

To reduce the accident rate, Duthu said the agency will be doing "hard-nosed law enforcement." Officers are concentrating on visible boating violations, particularly reckless and careless operation, and operating under the influence.

## California governor boosts DBAW budget

SACRAMENTO, Calif. — California Governor Gray Davis has signed a budget that includes \$83.5 million for the Department of Boating and Waterways, a significant increase over the previous year's budget.

Additional funds will be used for boating safety and access projects throughout the Golden State, said DBAW Director Carlton Moore.

Highlights of the new budget include over \$26.6 million for public sector small craft harbor construction loans, another \$16.6 million for public boat launching facility grants, \$3 million for private sector marina construction loans, \$7.8 million for boating facility projects in state parks and reservoirs, and \$9 million for law enforcement financial assistance. Another \$1.2 million is being designated for the Clean Vessel Act grant program and \$1 million will be spent to remove abandoned vessels and navigational hazards from public waterways.

California's beach erosion control program will receive \$775,000, also.

Cal Boating's budget is funded by boating gasoline taxes and vessel registration fees.

## S. Dakota records first PWC fatality; enforcement up

PIERRE, S.D. — South Dakota this year set a precedent that Boating Law Administrator Bill Shattuck could easily have foregone: The state's first personal watercraft fatality.

Although boating accidents overall are so far about average or below, there have been two fatal mishaps, including the June PWC incident. That happened on a lake near Rapid City, where one youth fell off a PWC and was struck by another PWC that was running close by, Shattuck explained.

The other death was an older man who fell overboard in a capsizing. His life jackets had been left ashore in his vehicle, Shattuck said.

Throughout the summer, he noted, enforcement officers have "been writing an awful lot of tickets." Perhaps the heightened enforcement effort will make an impression on violators, he suggested.

# NABA Boating While Intoxicated Enforcement Survey

State	Does your agency conduct saturation or "emphasis" patrols specifically for BWI/BUI enforcement?	Does your agency utilize Wallop/Breaux funds to support these efforts through overtime pay?	Were these targeted patrols conducted during regular assigned work schedules?
Connecticut	Yes	No	Yes
District of Columbia	Yes	Boating Safety Grant money from the U.S. Coast Guard.	No
Illinois	Yes	No	Yes
Indiana	Yes	Yes	Yes
Iowa	No	No	No
Maine	Yes	No	Yes
Massachusetts	No	No	N/A
Michigan	Yes	Yes	Yes
Minnesota	Both our agency and county sheriffs have done these types of patrols	Yes—both our officers and in approx. 24 high-use counties through subgrants.	They may be during normal work time with extra staff — or at special times
Nebraska	No	No	N/A
New Hampshire	—	No	Most often
New Jersey	No	No	No
New York	Yes—occasionally. Generally we do sweeps with other agencies	We don't generally support these efforts with overtime	Yes
North Dakota	Yes	No	Yes
Ohio	Yes, we do DUI checkpoints throughout the state	Yes	Yes
Pennsylvania	Yes	No	Yes
Rhode Island	We patrol certain areas for BUI problems. Joint patrols at times with USCG. We cannot have checkpoints.	No	Yes
South Dakota	No	No	N/A
Vermont	Yes	Yes	No
Wisconsin	Yes	Yes	Sometimes



Were these patrols conducted in addition to regularly scheduled patrols?	How many arrests resulted from these patrols?	How many drug-related arrests have been made by your officers during their boating patrols?	Can the motor vehicle license be suspended or revoked for a BWI/BUI conviction?
Yes	19 since 1997	3 since 1997	No
Yes	600 citations issued. None for BUI	0	No
Yes	N/A	N/A	No
Yes	140 BWI	Approximately 50	Yes
No	No	No	No
BUI	We average about 20 BUI arrests annually	N/A	No
N/A	N/A	N/A	Yes
Yes, in some cases	47 since 1997	4 since 1997	No
Yes	N/A	1-3 per year	Yes - upon 2nd DWI violation of any kind. The driver's license is taken at point of arrest. 7 days later they lose their driving privileges. Dept. of Public Safety can also revoke all vehicle plates.
N/A	N/A	None	No
Occasionally	9	0	Yes
No	N/A	25	Yes — 3 months on first offense
No — Not usually	N/A	N/A	Not presently
Yes	3	None	No
Yes	1-3	N/A	No
No	Varies, but not many.	Couple — very few	No
Yes	Approx. 16 BWI arrests so far this season	1	No
N/A	N/A	None	No
Yes	2 BUI	0	No
Yes	Average - 1 in 10 stopped are cited for .10BAC or greater,	N/A	No

# SSBLAA Boating While Intoxicated Enforcement Survey

State	Does your agency conduct saturation or "emphasis" patrols specifically for BWI/BUI enforcement?	Does your agency utilize Wallop/Breaux funds to support these efforts through overtime pay?	Were these targeted patrols conducted during regular assigned work schedules?
Alabama	Yes	N/A	N/A
Arkansas	Yes	No	Yes
Delaware	Yes, our agency conducts saturation patrols for BUI and Boating Safety checkpoints.	Yes, we use overtime pay out of Wallop/Breaux Funds to support these efforts.	Some are, some aren't. We schedule those operations are what we feel are optimum times per activity and location.
Florida	Yes	Yes	Yes
Georgia	Yes	No. We normally don't pay overtime. We have some state funds to hire officers from other agencies.	Yes.
Kentucky	We call officers to specific lakes at times, but don't concentrate on BUI.	No. We don't pay overtime. We operate on regular schedules.	Yes. Regularly assigned.
Louisiana	Yes	No for 1999	Yes
Maryland	Yes	Yes, but only as necessary. Patrols are conducted on regular duty time, but occasionally overtime is incurred for processing prisoners, etc.	Yes
Mississippi	Yes	No	Yes
Missouri	Yes	No	Some were and there were special situations.
New Mexico	No	No	No
North Carolina	No	No	N/A
Oklahoma	Special emphasis patrols are utilized for all violations, not just BUI violations.	No, officers only receive comp time	No— schedules are altered for personnel working the special emphasis patrols.
Puerto Rico	Yes	No	No
South Carolina	Yes	Yes	Yes
Tennessee	Yes	No, except in emergencies	Yes— some adjustment of work time is instituted
Texas	Yes	No	Yes— For officers assigned to county. No — for officers brought in from district or region.
Virgin Islands	Patrols focusing on BUI have begun. These patrols will gather data to determine to what boaters in the islands are involved in BUI.	Yes	Yes
Virginia	Yes	Not in this budget year	Yes
West Virginia	Yes	No — we receive a grant from the Governor's Commission on Drunk Driving.	No



Were these patrols conducted in addition to regularly scheduled patrols?	How many arrests resulted from these patrols?	How many drug-related arrests have been made by your officers during their boating patrols?	Can the motor vehicle license be suspended or revoked for a BWI/BUI conviction?
N/A	N/A	N/A	No
No	N/A	N/A	No
Yes - Patrols are in addition to regularly scheduled patrols.	3 in 1999 (so far)	2 in 1999 (so far)	No — We are working towards that goal in the future.
Yes	319 total agency arrests	N/A	No
Some were. Others were regular	We average about 400 BUIs annually - we did about 130 over the July 4th holiday.	N/A	Boat operator privileges can be revoked or suspended.
No	N/A	N/A	No
No	About 200	None	Yes
Yes— in every case where saturation patrols are conducted there is a patrol boat on duty to respond to routine calls.	To date— 4 people charged with OWI. 58 citations 120 warnings issued	None	No
Yes	26	40	No
Some were	Unknown	1,463 year to date	No
No	N/A	4	No
N/A	N/A	N/A	No
Yes	For period 7/1/98-7/31/99 there were a total of 21 actual OUI arrests, 80 "other" arrests. Over 120 vehicle arrests for transporting open containers	6	No
Yes	No	None	NO-under current law. New legislation being proposed to revoke licenses
Yes	16	10	No
Yes, Some additional officers were assigned.	23	4	No
Yes	N/A	N/A	No
No, however a program is expected to begin in October.	None	None	No — presently working with legislators to reduce blood alcohol content level to .80 for legal intoxication.
Yes	Approximately 75 BUI	Approximately 100 (in all boat patrols)	No
Yes	Only 4 BUI, but 188 other since 1996	3	No

# WSBAA Boating While Intoxicated Enforcement Survey

State	Does your agency conduct saturation or "emphasis" patrols specifically for BWI/BUI enforcement?	Does your agency utilize Wallop/Breaux funds to support these efforts through overtime pay?	Were these targeted patrols conducted during regular assigned work schedules?
Alaska	No	No	No
Arizona	Yes	No	Yes
California	Several of our Sheriff's departments do conduct BUI Checkpoints through the year.	No	Yes
Colorado	Yes	No	Yes
Guam	No	N/A	N/A
Hawaii	Yes	No	No
Idaho	Some counties do - most patrol for OUI enforcement, reckless, night violations, etc.	Each county may pay their deputies differently, most patrols are part of a 40-hr work week. Some are on O.T. Wallop/Breaux funds may be used	Some yes, some no
Kansas	Yes	Yes, Wallop/Breaux money may be used for their salaries. No overtime is paid.	Yes
Montana	No	N/A	N/A
Nevada	Yes	We use Wallop/Breaux funds for these efforts, but schedule them during regular shifts.	Yes
Oregon	Yes	No	Both
Utah	No, we do boating safety checkpoints	No	N/A
Washington	No	No	N/A
Wyoming	No	No	Increased awareness of BUI



Bill Engfer with other dignitaries at Safe Boating Week Kickoff. From left to right: Admiral Hall, Bombardier's Henri Lanski, Virgil Chambers, Bill Engfer, Senator John Breaux, Secretary Rodney Slater USDOT, Admiral Loy, Larry Innis, and Bill Gossard, NTSB.



Were these patrols conducted in addition to regularly scheduled patrols?	How many arrests resulted from these patrols?	How many drug-related arrests have been made by your officers during their boating patrols?	Can the motor vehicle license be suspended or revoked for a BWI/BUI conviction?
No	No	No	Yes
Yes	56 since 1995	5	No
Yes	Unknown	Unknown	Yes - if operator has prior DUI/OUI convictions
Yes	Unknown	Unknown	No
N/A	None	None	No
Yes	None	None	No
Yes - sometimes	Approximately 15	2 or 3	No
Yes	6	2	No
N/A	N/A	None this year, 2-3 each year usually	No
Yes	46 in 1998	1	No
Yes	19	38	No
N/A	N/A	N/A	No
N/A	N/A	N/A	No
No	N/A	None	No



*Gathering for this photo are WSBAA members Paul Donheffner, Fred Messmann, Howard Gehring, Doug Strong, Jean Sewell, Kim Keith, Tasi Maaga, Ted Woolley, Jeff Jophnson, Claudio Norita, Brad Hokanson and Dolores Farrell.*

### ***Virgin Islands gets pass from storm, finishes training***

ST. THOMAS, V.I. — Having been bypassed by the recent hurricane, autumn life in the Virgin Islands seems to be settling down, according to Boating Law Administrator Lucia Roberts.

She noted that marine enforcement training has been completed, with the assistance of Lt. Dennis Post and Sgt. Bart Barnack from the Daytona Beach, Fla. Police Department.

Roberts also reported that officers on the islands will be transitioning from revolvers to 9mm Glock semi-automatic pistols this fall.

# WELL DONE

## A Job Well Done

### Coast Guard honors Empire State lawmen, along with own officers



C.W.O. Kevin Galvin, C.O. of Station Jones Beach with members of the Nassau County Police (New York) standing in the background.

PORT WASHINGTON, N.Y.—Nassau County, N.Y. Police and officers with the State Park Police and Department of Environmental Education were recently honored along with officers from the U.S. Coast Guard in a rare ceremony.

USCG Commander Philip J. Heyl recognized the officers for their "aggressive and continuing participation in the Coast Guard Marine Response network" in the Long Island region.

It is rare that the Coast Guard Meritorious Team Commendation is presented to someone other than USCG personnel. According to the USCG, the Long Island region is possibly the busiest recreational boating area in the entire Northeast. State and local law enforcement personnel frequently participate in joint programs.

The Coast Guard reports that Nassau County Police routinely assist with both marine and aviation units on search and rescue missions, and interdiction activity. County marine training officers also regularly provide scheduled training for the Coast Guard in boating accident investigations, enforcement of boating while intoxicated statutes, federal documentation of vessels, speed radar enforcement, rescue swimming and water safety.

### Lake Dardanelle ranger named top interpreter in southwest

RUSSELVILLE, Ark. — Lake Dardanelle Park Ranger Belinda Byrns has been named "Interpreter of the Year" for the Army Corps of Engineers' Southwest Division for her programs during the past ten years.

During the past decade, Byrns has primarily taught young people about water safety. Her division spans all or parts of six states including Arkansas, Kansas, Louisiana, Missouri, Oklahoma and Texas.

Byrns presents several interpretive programs each year in addition to her other duties. She has developed a unique blend of props and skits to get children involved in water safety. Her boss, Lake Dardanelle Park Manager Joe Epperson, noted, "Presenting the water safety message is something she really enjoys doing, and she's real enthusiastic. She's real positive about this aspect of her job and you can tell she really thrives on it. She has a lot of energy to keep doing this year after year."

Byrns not only visits schools, she also has a float in the annual Russellville Christmas parade. She also coordinates National Public Lands Day activities at the lake.

### Missouri Water Patrol recognizes Merseal for Army Ranger honors



Patrolman Kurt Merseal

JEFFERSON CITY, Mo. — Army Ranger School is a challenge for anyone, and when Patrolman Kurt C. Merseal, on leave from the Missouri Water Patrol, graduated with honors at the top of the class, it became reason to celebrate in the "Show Me State."

Henceforth, Merseal will not likely have to show anyone that he can handle a challenge.

A member of the National Guard, he took military leave to attend Ranger

training at Ft. Benning, Ga., from Jan. 24 to April 9 of this year. He "has made both the National Guard and the Missouri State Water Patrol look good by going the extra mile and giving the training everything he had," said Water Patrol Commissioner Col. Larry Whitten, the state's boating law administrator.

Noted Whitten, in his commendation, "Army Ranger School is one of the most challenging schools there is, both physically and mentally. Less than one-half of the students make it the first time. By the last two weeks of training, all the students smell of ammonia. This happens when a human has burned all of the fat from their bodies and are now burning muscle. They go as high as a week with only six hours of sleep. They have very limited food for that 62 days."

Merseal was recognized Aug. 10 by the Department of Public Safety, receiving its state merit award.



### Florida's Tom Haworth regional 1999 'Officer of the Year'

ROYAL PALM BEACH, Fla. — Prior to Florida's merger of the Marine Patrol and Game & Fresh Water Fish Commission, wildlife officer Tom Haworth was named 1999 Wildlife Officer of the Year for the Everglades region.



The 13-year veteran of Royal Palm Beach resident represented the Everglades Region, which includes West Palm Beach, Broward, Dade and seven other counties south of Indian River. Except for his first year working Collier County, Haworth has spent his entire career in Palm Beach County.

Major Jim Ries, Everglades regional commander, praised Haworth as an outstanding officer who has enthusiasm, a positive attitude and high energy. In addition to his regular wilderness patrol, Haworth is active communicating the wildlife conservation message to area school students.

The GFC awarded Haworth its Heroism-Valor Award in 1996 for his role in saving the lives of three individuals during separate incidents. The Miami native also received the Silver medal of Valor from the Metro-Dade Police Department for his role in recovering wreckage and victims from the Valu-Jet 592 disaster in the Everglades.

A graduate of Miami Killian High School, Haworth later studied at Miami-Dade Community College and Colorado State University. He graduated from fire fighting academies in Florida and Colorado. He has also worked at the Miami Zoo and was an amateur kick-boxing champion.

He and his wife, Maureen, live in Royal Palm Beach.

## Oregon's latest Lake Owyhee saturation patrol effort scores warnings, citations

NYSSA, Ore.— Marine patrol deputies from seven Oregon counties converged on Lake Owyhee in mid-August to enforce Beaver State boating laws and they sacked several violators, according to Randy Henry with the State Marine Board.

By the end of the weekend, deputies had boarded 131 boats to perform routine safety and equipment examinations. The majority of boats passed the exams - 85 in all, but 42 warnings and 12 citations were issued for various infractions, Henry reported.

"This effort was requested by Malheur County to gauge law enforcement issues on Lake Owyhee," added Pat Rowland, Training and Enforcement coordinator for the Marine Board. "What we found was generally good compliance; a well educated group of boaters and relatively few and generally minor infractions."

Boardings and citations were lower than other saturation patrols in other areas of the state this summer, due in part to cool weather on Aug. 14.

"There were scores more boats out during the hot weather. Not as many people will camp or boat when it's cool and cloudy," Rowland said.

Two boaters were arrested for Boating Under the Influence. Of the other ten citations issued, eight were for life vest violations, one for expired Certificate of Number, and one for lack of a fire extinguisher. Warnings included discharged fire extinguishers, lack of sound producing device, lack of throwable flotation device, no Certificate of Number on board, speed and wake violation, identification number improperly displayed, and wrong-sized life vest.

"We want people to be prepared when they're on the water," said Rowland. "And we want people to operate their craft responsibly. Unfortunately, it takes this type of enforcement effort to get some boaters thinking about safety."

## North Carolina beefs up PWC regs for youthful riders, registration fees up

CHARLOTTE, N.C. — New regulations in North Carolina will affect young personal watercraft operators and liveries, reported Boating Law Administrator Ed Jenkins, Wildlife Resources Commission.

Another change in the law hikes the registration fees for both one- and three-year registrations.

Jenkins said North Carolina boaters have been fighting low water on several lakes, especially in the northern part of the state, due to drought conditions in the east.

"It brought a lot of stumps to the surface," he lamented.

Under newly-passed legislation, youths must be age 16 to operate a PWC, with the exception that youngsters age 12-15 may operate, provided they have someone aboard who is age 18 or older, or they have a certificate of completion from a NASBLA-approved boating safety course.

Also, liveries may not legally rent to anyone under age 16, and operations must have a minimum \$300,000 liability insurance policy that covers the livery and each renter, Jenkins said.

New registration fees are up modestly. For a one-year registration, the fee went from \$8 to \$10, and a three-year certificate is up to \$25, from the previous \$20 fee.

Also, Jenkins noted that the state has increased the accident reporting requirement to \$500, bringing it in line with most other states.

## Deadly early morning crash on Minnesota's St. Croix River investigated by many agencies

BAYPORT, Minn. — As this issue of *Small Craft Advisory* went to press, authorities were still investigating a deadly early morning crash that took five lives on the Minnesota side of the St. Croix River in early July, one of the worst boat accidents in recent memory.

According to published reports, all five boaters involved in the mishap had blood alcohol levels over the legal limit. The two victims who are presumed to have been at the helms of both boats reportedly had BA levels over .22, more than twice the legal limit for intoxication in Minnesota.

The collision occurred at approximately 1:25 a.m. near here the morning of July 3. One of the boats was a 27-foot Advantage with a top speed of 70 mph, and when recovered, the throttle was reportedly wide open. The smaller boat was a 22-footer.

Significant in the investigation were these facts:

- Both boat operators had drunk driving convictions. Scott DeVille, of Dresser, Wis., had a 1988 conviction on his record. The other operator, Michael Flamang of Apple Valley, Minn., had



27 foot Advantage (striking boat) being raised with a crane on a barge the day of the crash.

been convicted in 1998, and his driver's license had been revoked.

- DeVille and one of his passengers, Karl Ludvigson, had reportedly been drinking beer and rum throughout the previous afternoon.

- Both boats were enroute from the community of Stillwater, Minn. to Hudson, Wis., a few miles away, when the collision occurred.

- No life jackets were found in the water or on the victims' bodies.

This crash was so unusual that officials from the National Transportation Safety Board and U.S. Coast Guard, along with Washington County Sheriff's Department were all investigating.

## Pennsylvania doubles PWC student numbers

HARRISBURG, Pa. — A dozen new conservation officers are now in training at the Pennsylvania state police academy, which will be followed up by several more weeks of conservation officer training before they are in the field and on their own.

According to John Simmons, state Boating Law administrator with the Pennsylvania Fish and Boat Commission, part of the agency training will be in the field, sometime next year. The full training period covers 53 weeks.

On another front, Simmons reported that the number of students completing the state's mandatory personal watercraft course doubled this year over 1998. He said 23,000 certificates have been issued this year, while only 12,000 were handed out last year. Coincidentally, there are approximately 23,000 PWCs registered in the state, but Simmons quickly noted that not everyone who has taken the course is actually a PWC owner.

## Nebraska logging 'a lot of drownings'

LINCOLN, Neb. Noting that three of Nebraska's four boating-related deaths so far this summer were drownings involving people swimming away from boats, state Boating Law Administrator Herb Angell said a lot more swimming-related drownings have been logged.

Overall, he lamented, this has not been a good summer on Nebraska waters.

"We're having a lot of drownings here this year, and an unreasonable number of swimming-type drownings," Angell said. "We've had 19 this summer, and every single one of them could have been prevented (by wearing) a life jacket."

Among the boating fatalities was one that involved a capsized canoe. The victim was a father who had put life jackets on his children, but was not wearing one when the boat overturned.

Angell said the state is "going full bore" on boating education, including the mandatory education requirement for personal watercraft operators that becomes effective May 1, 2000. By then, operators must be certified, and Angell said the state has listed courses on the Internet to help boaters find a class near them.

In the meantime, he said Nebraska will "beef up" its boating and water safety efforts to prevent more drownings. With boat registrations up about six percent this year over 1998, that will keep state officers busy, Angell indicated.

Angell also announced that an education coordinator will be hired for the state's western region. The individual will be an enforcement officer, Angell noted.



## ***New Jersey institutes new PFD requirement for youths; gets new pistols, ballistic vests***

TRENTON, N.J. — Youthful boaters in the Garden State have a new personal flotation device requirement to obey, noted Boating Law Administrator Lt. Charles Liber.

Starting in July, it became mandatory for youngsters 12 and under to be wearing a PFD on any vessel that is under way, unless they are inside an enclosed cabin, or on a commercial vessel. Because the rule took effect in the middle of New Jersey's recreational boating season, Liber acknowledged that an education effort is under way. Enforcement is held at a minimum "unless you have a repeat offender," he said.

"We encourage them to use loaner PFDs at the stations, and we have them in adult and children's sizes," Liber noted.

It has been a busy season in New Jersey, with 94 accidents including 19 involving personal watercraft as of July 19. There had also been six fatalities, two involving PWCs.

Liber said the drought has affected the upper Delaware River basin, but not the man-made impoundments in northern New Jersey. For Delaware River patrols, Liber's agency acquired a jet boat.

Actually, hot weather this summer kept many people off the water, and that slowed things down where accidents were concerned, he said.

This winter, Liber said troopers will be involved in a two-part training course, lasting four weeks. It has also been opened up to municipal police officers, who patrol their own jurisdictions. A related two-week course is being started for first aid squads and other civilians, he added.

Meanwhile, New Jersey's State Police are switching to .40-caliber Glock semi-auto pistols, replacing Heckler & Koch 9mm sidearms. They will also be wearing new body armor made by Safariland, called ZeroG. According to Trooper George Sabol, the new ballistic vest is a Level IIIA vest that comes with a trauma plate, and it is water repellent and the fabric is breathable.

## **New Mexico marine enforcement developing procedures manual; PWC mishaps climbing**

ALBUQUERQUE, N.M. — State Parks enforcement officers will soon be getting a new Marine Enforcement Officers' Standard Operation Procedures manual, which is currently being developed, said Boating Law Administrator Ben Hoffacker.

"This will standardize operations and provide a manual that will guide our MEOs," Hoffacker said.

The manual covers all sorts of material, from patrol vessel operations, to buoy maintenance and replacement, plus how to inspect docks and ramps, and maintain those facilities.

"It covers all the bases," Hoffacker observed. "It will be out 'Bible' to go by."

Timing is perfect, since the entire State Parks agency field staff is going through the first phase of marine enforcement officer training, he continued. This is the first of three phases in the course, which will be taught in the classroom. It deals with basic boating.

By next spring, Hoffacker said, wherever officers are stationed, whether it is in the mountains or on a lake or in the desert, they will all have an equal knowledge about marine enforcement that will enable them to respond to boating questions.

On another front, Hoffacker noted

that, "We are seeing an increase in the involvement of personal watercraft in our collision statistics. It's probably doubled since last year."

In an effort to slow this trend, and reduce the incidence of PWCs zooming close to swimmers and remote campsites, State Parks has buoyed off more coves as "no wake areas." Hoffacker said the strategy is to "push PWCs into the main bodies of water." He also said there are simply more PWCs on the water this year, and another noticeable trend is that an increasing number that he has encountered are operated by friends or family members, but not the actual owners.

"They're first or second time users, which is right in line with National Transportation Safety Board statistics we received last year," Hoffacker stated. "We see a growing number of people borrowing them and this increases the chance of a collision, due to lack of experience."

Directly related to this phenomenon, Hoffacker and his colleagues are stepping up enforcement by citing owners who give permission to use PWCs that are improperly registered or equipped. He said this will encourage people to take a stronger role and more responsible attitude toward educating the person to whom they loaned the vessel.

## **NBSAC vacancies announced by U.S. Coast Guard**

WASHINGTON, D.C. — Applications are being accepted by the U.S. Coast Guard for membership on the National Boating Safety Advisory Council (NBSAC).

Deadline for application is Sept. 30.

NBSAC advises the Coast Guard on matters relating to recreational boating safety. It is a federal advisory committee, and members are drawn from various sectors including state government, industry and national boating organizations. Members are appointed by the Secretary of Transportation.

Typically NBSAC meets twice yearly at a location selected by the Coast Guard. Members are provided with travel expenses and per diem.

Eight positions expire in December, including four representatives of state officials, two industry representatives and two representatives from the recreational boating community. Each member serves a three-year term unless filling an unexpired term. Some members may serve consecutive terms.

Applications may be requested by writing to: Commandant, (G-OPB-1), U.S. Coast Guard, 2100 Second Street, SW, Washington, DC 20593, or by calling (202) 267-0950, or by fax at (202) 267-4285. Send application forms to the same address.

You may find application forms on the Internet at: <http://dms.dot.gov>. Also, contact A.J. Marmo, NBSAC executive director, at (202) 267-0950.



Colonel Tim Peabody of the Maine Department of Inland Fisheries and Wildlife hails Melissa and Gregg Bach and their son O'Malley, from Gloucester, Mass., as they canoe north on Umsaskis Lake in the Allagash Wilderness Waterway. Peabody stressed the importance of wearing life jackets and the complications of sudden cold water immersion.

## Maine, USCG join to promote 'Paddle Smart from the Start'

AUGUSTA, Maine — With the Maine Department of Inland Fisheries and Wildlife's Paddle Smart from the Start - Wear your Life Jacket Campaign in full force, Senior Chief Al Johnson, the First Coast Guard District's recreational boating specialist, joined State BLA Colonel Tim Peabody and Chief Pilot Charley Later for an aerial patrol of the Allagash Wilderness Waterway.

Flying in the department's Cessna 185 float plane, they observed numerous canoeists and kayakers heading north through the waterway. When the opportunity presented itself, they landed on Umsaskis Lake and spoke with several north-bound canoeists on the importance of wearing life jackets and canoe safety. The message was well received.

There were 18 canoe fatalities in the northeast's First Coast Guard District during 1998. This year, as of the end of August and since implementing the Paddle Smart Campaign, there have been only seven.

## Massachusetts, Vermont report oddball fatalities

This may be the summer for strange boating accidents, and two that have authorities shaking their heads occurred in Massachusetts and Vermont.

On Lake Champlain, according to Vermont Boating Law Administrator Lt. Alan Buck, a man drowned while putting his boat on its trailer. Preliminary reports indicate that the victim had gotten his boat onto the trailer, and while his companion was still in the vessel, the man jumped into the shallow water, apparently to pull the drain plug.

However, despite the fact that the water was only four feet deep, the victim went under.

Buck said the medical examiner could find no indication of trauma, caused by such things as a bump on the head that might have knocked the man unconscious.

In Massachusetts, Boating Law Administrator Col. Richard Murray reported a bizarre head-on collision that killed one boater by decapitation. This occurred on an unnamed lake in western Massachusetts.

Apparently, Murray said, right before the two boats crashed, the one containing the victim attempted to swerve. The other boat came up right over the top, however.

## Texas mishaps cloud boating season with plenty of water

AUSTIN, Tex.— A couple of bad weekends on Texas waters pushed the fatality rate up for the summer, putting a cloud over what otherwise has been a good boating season with plenty of water in all the popular lakes.

Boating Law Administrator Carlos Vaca said one weekend in July produced seven fatalities, and the following weekend saw five more deaths. One accident was what Vaca called "every boating law administrator's nightmare." A 16-year old female fell off a personal watercraft, and her hair was sucked into the intake.

July's accidents cast a pall because there was not a single boating fatality in Texas over the long Memorial Day weekend, leaving Vaca to observe, "We were hoping for the best."

Of special interest to enforcement officers with the Texas Parks & Wildlife Department this summer are "muscle boats." In one incident, such a boat ran over a smaller boat at Lake Conroe, Vaca reported. He noted that "alcohol was a contributing factor."

One drowning incident, at Lake Whitney, was also especially tragic, as it claimed the lives of three family members. One member of the trio reportedly fell off a ledge into the lake, a second youth went in after him, and then a third to rescue them both.

## Kids in Kentucky getting certified

FRANKFORT, Ky. — Thousands of Bluegrass State youths have been certified through boating safety courses since legislation was passed requiring motorboat operators between the ages of 12 and 17 to take a class.

According to Capt. Charles Browning with the Department of Fish & Wildlife's Division of Law Enforcement, nearly 7,000 youngsters have obtained their boating safety certificates under the new law. Completion of the course is required to operate a motorboat of 10 horsepower or more.

Instruction of younger boaters may help prevent future accidents. So far this year, Browning reported 14 confirmed boating fatalities, including the most recent, on the Ohio River near Dayton. Two fatalities have involved personal watercraft.

Overall, Browning said, "accidents are slightly ahead of 1998."

Officer training has been conducted this summer, with firearms qualifications being part of the program. Officers are learning on a land-based simulator how to shoot from a moving, rocking boat deck. The simulator is mounted on tires.

Kentucky officers carry Smith & Wesson .45-caliber Model 4566 semi-auto pistols.



## Maine's Saco River problems continue; wardens getting new boats, sidearms

FRYEBURG, Maine — Profiled in the June/July issue of *Small Craft Advisor* as one of Maine's boating conflict "hot spots," the Saco River continues to provide state and local officers with more than its share of headaches.

According to Col. Tim Peabody, state boating law administrator for the Department of Inland Fisheries & Wildlife, this summer on the Saco has been "eventful." Blame problems partly on low water due to Northeast drought conditions, but tempers seem to flare as high as the temperatures.

"This is more a social issue than a boating issue," Peabody observed.

Because of its location in lower Maine, the Saco gets traffic not only from residents, but from boaters from neighboring states. It actually flows into Maine from New Hampshire. Under normal conditions, the river provides recreational opportunities for a variety of boating enthusiasts, from canoers and kayakers to people who float along on makeshift innertube rafts.

But user conflicts seem to have caused a stir this summer along the Saco, which may be an exception to the otherwise very good season in Maine. Peabody noted that tourism and recreation this summer appeared to be at an

all time high, while boating accidents and related troubles have been down.

Thanks to cooperation from the U.S. Coast Guard Auxiliary, boat checks at ramps, and lots of public contacts were accomplished, Peabody said. He welcomed USCGA efforts as a supplement to enforcement and education provided by the Warden's Service. That cooperation should continue, as Peabody noted, "The auxiliary has offered to help us any way they can."

To solve the Saco River dilemma, some joint enforcement efforts have been called for, involving game wardens, state police and local officers, Peabody said. Fryeburg even looked at an airboat purchase to patrol its section of the river, because of the low water level.

On the subject of boats, Peabody said his agency has ordered 16 new patrol boats, with trailers. All Lunds, they range from 16 to 20 feet in length, and were purchased with a special appropriation from the state general fund.

Likewise, game wardens will transition to new sidearms, also funded by a special appropriation from the general fund. Peabody announced a switch to the .357 SIG-caliber semi-auto pistol from the Smith & Wesson .357 magnum revolver.

## Maryland committee considering requests for speed limits

ANNAPOLIS, Md. — At least a dozen petitions from as many different areas on Chesapeake Bay have been filed with the Maryland Boat Act Advisory Committee for modifications in local boat speed limits, said Capt. David Street, Department of Natural Resources.

Noting that this is nothing new, because many of the tributary bays and coves on Chesapeake have different speed limits, Street said the Committee will be considering the requests through December. After that, recommendations will be made to the Secretary of Natural Resources for approval or rejection.

### Requests must go through the legislative process

If the requests are approved, they must then go through the legislative process of actually changing the speed laws, Street added.

Meanwhile, Maryland boaters have been expressing plenty of interest in boating safety courses.

"It's been going very strong," he said. "There's a lot of interest in the community college program, and parks are offering boating safety courses. We're also seeing a lot of interest in taking the equivalency exam, too."

On the enforcement side, Lt. Randy Witter reported Maryland's first personal watercraft fatality involving a rented PWC. It occurred at Ocean City, and involved a bizarre collision between a jet boat and the PWC, which was being ridden by a husband and wife.

Witter said the jet boat hit the PWC at such an angle that the woman, seated behind her husband, was struck and killed, while the man was barely touched, though he was also thrown from the craft. The jet boat did not suffer serious damage. That mishap occurred over the July 4 weekend.

The PWC was part of a rental group that was being led by a livery guide, Witter said. Maryland requires that a trained and certified monitor lead PWC groups, consisting of no more than eight machines at one time.

## Michigan enters intermediate marine enforcement training, PWC team staying busy this year

LANSING, Mich. — Intermediate marine enforcement training has been held for Michigan Department of Natural Resources officers at Port Huron, following basic boating training, said Lt. Lyle Belknap, state boating law administrator.

This site was chosen, he explained, because the St. Clair River leaves Lake Huron there, and it affords officers the opportunity to test their skills on both a lake, and a current running perhaps 10-12 mph, Belknap said.

Michigan officers are also preparing for the introduction of Simunition ammunition into their firearms training program, starting in the spring. Recruits will be hired in the fall, and they will probably be first to go through this training. They will be shooting on the water, at wood silhouettes, and the program will be evaluated as it develops, Belknap indicated.

Meanwhile, the DNR personal watercraft team has been busy this summer. Thirty-five PWCs are owned by the agency, and 58 officers are trained in their use, so even when some of the officers are on days off, there is still PWC enforcement.

Belknap also reported that the agency is producing a new PFD video for the National Association of State Boating Law Administrators, and there will be included in this program information on inflatable PFDs.



# Minnesota shoots video on boat-based drowning victim recovery system

ST. PAUL, Minn.— Every summer in Minnesota, there are people who lose their lives in the water.

In some instances, due to hazardous waters or a lack of trained and certified personnel, a dive team is not available or appropriate for the recovery of the body of the drowning victim.

loved-one's body to surface," Smalley noted.

Minnesota Conservation Officer Brad Schultz, and Chicago County (Minnesota) deputy sheriff Joe Pung developed and have been refining the technique featured in the video for many years.

"In the 25 years we have been using

bent and welded steel bar with the base of the triangle being four feet long. Along the triangle's base are six, equally spaced nine inch chains fastened to the bar by means of washers welded to the bar. A #3551 12/0 Mustad treble hook is attached to each chain by the use of medium weight "S" hooks. The "S" hooks allow the treble hook to break off if it becomes snagged on the bottom. That way you only lose one hook instead of your whole bar. At the top of the triangle where the nylon-cotton blended rope is attached to a three-inch steel rings welded to the top of the triangle via a large snap swivel.

The other part of the technique that adds to its effectiveness is the five boat formation used to conduct the operation. Five boats are lashed gunwale to gunwale with the bows of each boat perfectly lined up, with a team member in the bow of each boat holding the line leading down to his or her own drag bar. The center boat has the largest motor, about a 60 to 75 horsepower outboard works best in most situations and acts as the lead. The team leader is in the center boat and his or her word is law when it comes to dropping and lifting the hooks, direction of travel etc. The center boat operator controls the formation and speed with its motor.

There are two boats lashed on either side of the center lead boat. The two boats on the outside of the formation also have motors in the water to help make turns.

"By basically 'mowing the lawn' while back-trolling, five boats can cover a 20 foot swath at a time. You can cover a lot of bottom very quickly that way," Smalley noted.

The video will be completed this winter and will include computer animations of the boat formations, the actions of the hooks on the bottom and plans of the drag bar.

"We will, of course, be happy to share the video with other government organizations nationwide as soon as its completed," Smalley noted.



PHOTO CREDIT: TIM SMALLEY

*The boat-based body recovery system developed in Minnesota consists of five craft lashed gunwale to gunwale. A specialized drag bar is dragged backwards from the bow of each boat. Over twenty feet of bottom can be covered in each swath using this method*

"It's an unpleasant topic that few people want to mention, but dragging for bodies is a necessary part of many of water safety professionals' jobs," said Tim Smalley, Minnesota boating education coordinator.

The Minnesota Department of Natural Resources boat and water safety section has found many small communities that have volunteer fire departments and sheriff's volunteer rescue squad members who need training in dragging.

"Many are non-paid volunteers that need to be trained in effective dragging techniques," Smalley said, "and a video is one of the best ways to accomplish that in the shortest period of time."

Smalley decided to shoot a video that could be utilized to train the many volunteers that are called upon to perform this unsung but oh-so necessary task.

"A well organized dragging operation conducted by a trained team can mean the difference between a quick recovery of the victim and days or sometimes weeks of waiting for the family for their

the multi-boat dragging system, there have only been a couple of cases where we weren't able to recover the body," said Deputy Pung.

Due to their regular duties, Schultz and Pung are not able to spend many days traveling around the state to conduct these courses so a video seemed to be a logical choice. Luckily, both were conducting a dragging class with the St. Louis County (Minnesota) rescue squad and the members were happy to be the "actors" in the video.

Another concern in using drag hooks is the worry of disfiguring the victim.

"Many people are concerned that the hooks will damage the victim's face and so on, but the hooks the team uses are small so they always get snagged on the person's clothing so disfigurement is never a problem," said Schultz.

"The keys to the success of the system Joe and Brad developed is the specialized drag bar they designed and the simplicity of its use," Smalley noted.

The bar is three sided and made from



## Mississippi has busy summer, braces for hunting, hurricane seasons as fall looms

JACKSON, Miss. — Possibly no better application of the phrase "out of the frying pan, into the fire" exists than in Mississippi this summer, where extended hot weather brought hordes of people to the water, and at least 24 of them died.

And with what appears to be a very bad hurricane season looming, Boating Law Administrator Liz Raymond, is hoping for the best, but bracing for the worst.

Raymond, with the Department of Wildlife, Fisheries and Parks, told *Small Craft Advisory* that young boaters are signing up for safe boating courses so they can get out on the water for duck hunting this autumn. However, waterfowlers may have to contend with some of the worst storm fronts in years if the hurricane forecasters are right.

Noting that it has been 30 years since Hurricane Camille devastated Mississippi's coast and killed several people, Raymond has been busily working on emergency preparations with civil defense coordinators in each county. Evacuation plans are in place in case the

worst comes to pass.

In the meantime, officers are continuing their efforts to head off the number of accidents and fatalities this year. According to Major Jimmy Laird, at press time, 127 accidents had been reported, including 35 involving personal watercraft. One of those PWC accidents was a fatality, which Laird noted is "down considerably from last year."

"PWC accidents are down 25 percent from last year," he said. "We cracked down on enforcement, and I think that's made a difference."

He said the number one offense drawing a citation this year is improper number of personal flotation devices aboard, and/or improper safety equipment.

Laird has noted a pattern this year that he has not previously seen in his entire career, though.

"There are more prop-related injuries this year," he observed. "A number of people have been killed by props, and another thing I've seen is the improper use of PFDs."

## Oregon Marine Board issues grants for boating access

SALEM, Ore. — Over \$2 million in grants have been issued by the Oregon State Marine Board that will fund a variety of projects that improve recreational boat access and facilities, Randy Henry, the Board's public information officer, reported.

For example, relief is coming for boaters on Klamath and Green Peter lakes. There, grant funding will finance construction and installation of floating restrooms using federal Clean Vessel Act dollars. The board approved 46 facilities-improvement projects in all, obligating \$2.1 million to build or upgrade onshore restrooms, improve boat ramps, docks and tie-ups for larger boats, and other facilities and improvements at other boating access sites across the state.

Grant recipients were selected from among 72 project proposals requesting some \$8.4 million. Marine Board Facilities Program Manager Dave Obern said the \$2.1 million was set as the target amount for this round of project approvals, with two more rounds coming later in the biennium. During the previous fiscal year ending, the board approved 74 projects and obligated \$5,157,293 in Facility Grant Funds and \$473,927 in Clean Vessel Act (CVA) funds. Available funds for the 1999-2001 biennium are \$4.3 million in Facility Grants and \$0.6 million in CVA funds. Facility Grant Funds are made up of state boat license registration fees and marine fuel taxes. In addition, the Oregon Department of Fish and Wildlife has pledged \$525,000 in federal Sportfish and Restoration Funds to be used as matching funds for 15 grant projects.

## Rhode Island launches patrol boat "Osprey"

PROVIDENCE, R.I. — With Marilyn Almond, wife of Gov. Lincoln Almond, handling the christening duties, the Rhode Island Department of Environmental Protection recently launched a new 34-foot patrol vessel named "Osprey."

Built by Hike Metal Products, Inc., in Canada, this aluminum-hull vessel is powered by twin Cummings diesels, and it will accommodate a two-member crew and passengers, said Mike Scanlon, education specialist for DEP's Division of Law Enforcement. It has been fitted with additional insulation for winter use, and equipped with state-of-the-art radar and GPS equipment.

Top speed for the *Osprey* is 32 knots, while the vessel will cruise along at 26 knots, Scanlon said. It has a cruising range of about 300 miles.

Officers have been training on the *Osprey* for some weeks, and it has already been involved in one search-and-rescue mission. In addition to SAR responses, the *Osprey* will be used for marine fisheries and oil spill mitigation, Scanlon said.

## Missouri Water Patrol reports 'busy year' for arrests, boating mishaps

JEFFERSON CITY, MO — It's been a busy summer on Missouri waters, reported Col. Larry Whitten, chief of the State Water Patrol and state boating law administrator.

"It's been the busiest year I can remember since the flood of 1993," he remarked. "We've had a lot more boat traffic."

So far, his officers have reported 17 boating while intoxicated arrests on just Lake of the Ozarks, along with 14 misdemeanor drug arrests and three felony drug busts for methamphetamines.

"We're finding some meth labs in houseboats now," he reported.

Statewide, however, Whitten reported 277 BWI arrests so far, down from last year's 324 at this time. Misdemeanor drug arrests so far this year total 1,320, way up from last summer's 1,044. There have been 42 felony drug arrests, too, he noted.

Whitten said also there have been 24 drownings, up from 17 for the same period last year, and 128 non-injury boating accidents, up from 117 at the same time in 1998. Fatalities are also up slightly, 17 this year over last year's 14.

"We put on a couple of extra drug

saturation teams this year, because we got a lot of complaints," Whitten noted. "We went into the National Scenic Waterways area on the Current River at the request of federal park rangers."

During one weekend there, Water Patrol officers made 42 arrests.

Looking ahead, Whitten said State Rep. Craig Hosmer from Springfield will once again introduce legislation that would:

- Require all boats, regardless of size, to have wearable personal flotation devices aboard. Under current Missouri law, Whitten said, if a boat is under 16 feet, it does not need PFDs, except for youngsters under age 7, who must wear a PFD while aboard unless inside an enclosed cabin;

- Require anyone on a vessel 18 feet and under to wear a PFD at all times between Oct. 15 and March 15 any time that the main source of power is engaged. This is called the "hypothermia bill," Whitten said, because it is aimed at preventing deaths due to hypothermia if someone falls overboard or a boat capsizes during the fall or winter months, as can happen with winter fishermen or waterfowl hunters.

## Canoes involved in many Wisconsin fatalities, boat registrations up significantly over 1998'

MADISON, Wis. — It used to be that in Wisconsin, about one boating fatality annually was the norm, but over the past five years, that number has climbed substantially.

Bill Engfer, boating law administrator for the Department of Natural Resources, is none too happy about the trend. He said approximately half of the state's boating deaths now involve non-motorized vessels.

"It's an interesting phenomenon for us," Engfer acknowledged. "It tells us we're making progress in the areas we're targeting (for motorized vessels), but we're seeing an increase in the non-motorized arena and it is reflective of non-motorized use. That population segment is increasing."

The problem is primarily associated with capsizings or falls overboard, Engfer explained. He said many Wisconsinites seem to have changed their boating priorities, or there are just more people entering the sport who prefer canoeing and kayaking to motor power.

Engfer also reported that boat registrations are up some 50,000 units this year, bringing the number of registered boats to over 600,000.

"That's about a ten percent increase," he said. "We usually experience about a two percent increase. It's a weird year, a very interesting year."

By July 31, Wisconsin had logged a dozen boating fatalities, he noted.

## Puerto Rico officials focusing on boater-swimmer conflicts

SAN JUAN, Puerto Rico — Conflicts between swimmers and recreational boaters all around the Puerto Rico coastline are coming under increased scrutiny by officials with the Department of Environmental & Natural Resources.

Boating Law Administrator Ramon Martinez told *Small Craft Advisory* that "We are mainly interested in beach security. We are working on the safety of swimmers."

The present effort involves increasing the distance between the two user groups by creating "buffer zones" between swimming areas and boat traffic. These buffer zones are at least 50 feet wide, and are clearly identified by a series of buoys marking off the areas. Around the island, there are some 50 beaches that are marked with these buffer zones, Martinez said.

"We have plans to cover most of them except for those in high-energy use areas," he added.

Most of the conflict, he acknowledged, is between swimmers and personal watercraft riders. Martinez estimated that 25 percent of all registered recreational vessels on the island are PWCs, a number he placed at approximately 11,000.

Martinez also reported that the agency is placing signs on beaches where there are strong currents and heavy surfs, mainly on the island's north shore. That's the coastline that is exposed to Atlantic Ocean swells, and they can be treacherous, especially this time of year, with hurricane weather brewing in the region. He expects to have all the beaches signed by next May.

Meanwhile, some changes have been made to the boating education course, Martinez reported. About 5,000 people take the class each year.





# Coast Guard Auxiliary Perspectives

by COMO L. Daniel Maxim, USCGA

This is the second of a regular series of articles written by members of the U.S. Coast Guard Auxiliary.

I would like to thank Bill Engfer for the opportunity to present our views and ideas to members of NASBLA and others concerned with safe boating. Nearly 35,000 Auxiliarists share your concerns and objectives and we look forward to an even closer relationship in the future.

My present job is to coordinate the activities of the Recreational Boating Safety Directorate, consisting of our Departments of Education, Vessel Examination and Boating. The Education Department writes the tests used in our boating safety courses. The Vessel Examination Department administers the activities of several thousand vessel examiners, who provide Courtesy Marine Examinations to nearly 150,000 boaters nationwide each year, as well as our Marine Dealer Visitors who provide literature and timely information to marine dealers.

Our boating Department serves as a

link between the Auxiliary and members of various organizations dedicated to boating safety. Collectively, departments in our directorate are responsible for the majority of our education outreach efforts.

As part of our continuous improvement efforts, we are seeking ways to enhance our CME and MDV programs. Our overall goals are to identify and implement means to increase the value of the CME to our various customers, to increase substantially the number of CMEs given annually and to develop improved measures of effectiveness of the CME program.

We have formed a study team to evaluate reengineering options. An important part of this study team is a steering committee consisting of representatives from a number of external groups concerned with recreational boating safety, including NASBLA, the National Marine Manufacturers Association, the Marine Retailers Association of America, the Marina Operators Association of America, the Personal Watercraft Industry Association and the United

States Power Squadrons. Each of these organizations has staffed our steering committee with the "best and brightest." For example, NASBLA's representative is immediate Past President Ted Woolley.

Our steering committee reached one very important conclusion; the CME program is valuable and ought to be expanded to reach more boaters, particularly those who operate boats most likely to be involved in incidents of accidents. We have identified 30 options to enhance or expand the program and are examining these further to work out details and develop a schedule for implementation.

I will keep you informed on study progress in subsequent columns. For the present, you can help us by sharing any ideas you may have on how to increase the value of either the CME or MDV programs. Let me know if you would be interested in serving on our steering committee and/or otherwise participating in this study. Please write to me directly at 15 North Main St., Cranbury, NJ 08512, or via e-mail at: [postsf@aol.com](mailto:postsf@aol.com)

## Lots of classes on schedule for Connecticut boaters this fall

OLDE LYME, Conn. — Autumn is typically a time when interest in recreational boating slows down, but not so in Connecticut, at least not this year, according to Boating Law Administrator Eleanor Mariani.

"We'll be doing a lot of classes (this fall)," she said. "We've been doing a lot of classes this summer. I'm amazed that they are filling up beyond our expectations. We keep expecting it to slow down, but it has not."

Connecticut has combined its personal watercraft course with the basic boating course, and now the class stretches ten hours.

Mariani said the law enforcement effort has been active this summer, with lots of spot checks for boating under the influence. Thirteen boat checks were slated this summer, and many of those



*Eleanor Mariani,  
Connecticut  
Boating Law  
Administrator*

involved hitting the launch sites, looking for underage drinking. They continued through the Labor Day weekend, Mariani said.

Also this summer, the Department of Environmental Protection, in cooperation with Brewer's Marinas, held a National Clean Boating event in Mystic. This event highlighted the state's accomplishments associated with the Federal

Clean Vessel Act (CVA) and provided boaters with tips to keep the state's waterways clean. CVA has enabled Connecticut to fund 17 new and upgraded fixed pumpout stations and five pumpout boats that service all of Long Island Sound.

Free pumpout services for recreational boaters holding tanks are provided by the DEP, the Soundkeeper, Inc., and the Bridgeport Harbormaster. The vessels were funded in part through the DVA, which is administered in Connecticut by DEP's Office of Long Island Sound Programs.

DEP's pumpout vessel *Sound Choice* operates along the eastern shores of Connecticut from May to October. It visits marinas in East Lyme, Waterford, New London, Groton, Noank, Mystic and Stonington on weekends.

## Illinois DNR boating instructors train on PWCs



*Illinois' volunteer Boating Safety instructors receive hands-on training from Personal Watercraft Rescue Specialists*

GRANGER, Ill. — Boating safety instructors for the Illinois Department of Natural Resources earlier this year trained with Personal Watercraft Rescue Specialists here during a weekend that covered all the bases.

"Mike McGann and his team did an excellent job training the volunteer instructors," said Dave Cassens, DNR boating education coordinator. "Boating instructors do not usually look favorably on PWCs. As the agency responsible for public boating education, I was looking

for a way to give our instructors more tools to use in their classes. The instructors now have information they can use in their classes to talk about PWCs with substance and insight."

Training consisted of sessions introducing PWCs in the classroom, pre-operation checklists, on-water training on launching, riding skills and post-operation maintenance. At the end of the weekend, instructors took a written exam on what they had learned.



## Utah officers take SAR training on Great Salt Lake

SALT LAKE CITY, Utah — Boating enforcement officers from the Utah Division of Parks and Recreation are taking additional search and rescue training this fall on the Great Salt Lake's Antelope Island.

According to Boating Law Administrator Ted Woolley, this exercise is part of a fall training session that also includes refresher information on the use of GPS and radar.

Woolley meanwhile said the boating season has so far produced fewer than average fatalities in the Beehive State. Prior to the Labor Day weekend, when the average toll is around six to eight deaths, only four fatalities had been reported, he said.

Alcohol does not figure as prominently in Utah with boating accidents as it seems to in other states, Woolley noted. However, Parks officers do make between 30 and 70 arrests each year for BUI.

## Toronto police sponsor ice rescue courses'

TORONTO, Ontario — Ice rescue will be offered twice early next year by the Toronto Police Marine Unit, with one class slated Jan. 24-27 and another set Feb. 21-24.

The course, entitled "Ice Rescue Specialist," covers rescue philosophy, ice characteristics, travelling on ice, hypothermia, rescue techniques, communications, cold water drowning, equipment, knots and more.

Each class is limited to ten students, and the tuition includes dorm-style accommodations with a full kitchen, training materials and equipment.

For information, contact Sgt. Stephen Henkel at (416) 808-5800.



P.O. Box 19000, Seattle, WA 98109

Non-profit organization  
U.S. Postage  
**PAID**  
Seattle, WA  
Permit No. 8300

**Talk to Small Craft Advisory on-line.  
Our e-mail address is  
[dworkman@outdoorempire.com](mailto:dworkman@outdoorempire.com)**



**Produced under a grant from the Aquatic Resources  
(Wallop/Breaux) Trust Fund. Administered by the U.S. Coast Guard**

