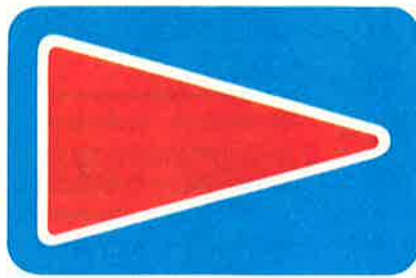


SMALL CRAFT ADVISORY



Vol. 1. No. 2

National Association of Boating Law Administrators

November 1985



In the interest of boating safety

Your new president, Carroll Henneke, anticipated a busy few weeks after the close of the annual conference in Kalispell. He will be sending inquiries to all active members asking them to name the committee they'd like to serve on, asking for people who would be interested in chairing committees, and seeking ideas on charges each particular committee should be given.

A similar inquiry will be sent to associate members asking for ideas and opinions on the direction they think committees should take. Your president believes there's a wealth of untapped information and ideas within the associate membership.

Members won't have long to let the inquiries sit on their desks. Answers must be returned to the president by Dec. 15, to allow him time to select

committees, committee chairmen, and to tally the suggestions on charges before the executive board meets Jan. 21.

By the time the executive board meets, he will have made a tentative selection of committees and committee chairmen and will offer them for the endorsement of the board. Based on recommendations received from the membership, the board will also draft a list of charges.

During the two day meeting in Marina del Rey, California, the legislative committee chairman will present an update of legislative activities to the board, which will then consider ways to improve boating safety programs to gain total funding from the Wallop/Breaux Fund. There will also be a planning session for the next annual conference.

Beginning Jan. 1, the National Council of State Governments will assume the

administrative duties of NASBLA. The Council will be responsible for all record keeping, including archives; for NASBLA's financial records, both the operating account and certificate of deposit; for membership mailings and dues, and for developing an associate membership brochure.

The Council is prepared to research all grants that might be available to NASBLA. It will make federal grant applications, quarterly and final reports, and prepare and submit the annual audit as required by the Coast Guard.

Minutes of the annual conference and executive board meetings will be prepared by the Council. Its Lexington, Kentucky office will become the permanent address and telephone number of NASBLA. ►

Observations

by Bill Ladd

This month *Small Craft Advisory* will try to unravel the facts and myths associated with the reduction of lead in fuel. There are really two issues to be dealt with, the reduction and possible elimination of lead in fuel and the use of alcohol in fuel.

To address the reduced lead content, we contacted a number of engine manufacturers, fuel refineries and the Environmental Protection Agency. EPA regulations reduce the lead content in gasoline to .1 gram per gallon on Jan. 1, 1986 and propose to totally eliminate lead in gasoline by Jan. 1, 1988. However, with proper notification and approval by EPA, the oil companies can continue to use up to .3 gram per gallon through 1987.

The lead in gasoline is used as an anti-knock agent and as a lubricant to engines. Removing the lead means the oil companies will have to find another method to enhance the anti-knock (octane rating) capabilities and replace the lubricating properties of lead in gasoline. An EPA spokesman said the total elimination of lead would probably not occur until a lubricating substitute was found for lead.

Some gasoline is already being mixed with alcohol to improve its octane rating. Hot rodders for years have used alcohol for high performance racing engines. It works. Alcohol, however, does cause problems particularly in the marine environment.

Our information indicates that alcohol is blended with gasoline, not at the refinery, but by the local distributors. One reason, I heard, was the oil companies didn't want their pipe lines corroded by putting alcohol in them.

In this month's feature article, you will find specific recommendations concerning leaded fuels from engine manufacturers, a simple field test to check for alcohol in fuel, and a summary of how alcohol effects fuel systems.

Much research is being done to find a suitable replacement for leaded fuel. In the meantime, there are millions of motorboats in this country that will be effected. The lack of lead will reduce performance in most existing engines, and the use of alcohol could cause accelerated deterioration of older fuel systems and damage to engines.

Most boat owners consider themselves fishermen, waterskiers, hunters or outdoor sportsmen. Their boats are small,

less than 18 feet, and these people don't read boating magazines. I hope members of the media choose to pass the information on to the general public, the large majority of boaters. ►

Cover photo courtesy Bayliner Marine Corporation

SMALL CRAFT ADVISORY

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\$30 million for boating passes Senate committee

The states' boating safety programs were able to see a glimmer of hope for more funding when the U.S. Senate Appropriations Committee voted on Sept. 26 to appropriate the full \$30 million that is authorized the states from the Boating Safety Account of the Wallop/Breaux Fund.

So far, the Congressional appropriation has never come close to the \$30 million authorization. In 1983 it was \$12.5 million, in 1984, \$12.5 million and in 1985, \$13.6 million.

The Senate appropriation is only, however, a glimmer of hope. If the recommendation of the Appropriation

Committee is passed by the full Senate, which George Stewart, legislative chairman of National Association of Boating Law Administrators, feels confident will happen, the matter must then go before the House-Senate Conference Committee. Earlier, the House of Representatives had appropriated only \$13.625 million, and that with the stipulation that no funds be used for facilities.

Anything can happen during the deliberations in the Conference Committee. The final appropriation could range from the \$13.625 million approved by the House, to the full \$30 million Senate appropriation, or any figure in between.

State boating law administrators were urged to report to their Congressmen the boating statistics from their states and to outline for them the accomplishments made in boating safety with the help of the federal money. ►

States must now pay own expenses to National Boating Safety School

The U.S. Coast Guard is no longer funding state participation in the National Boating Safety School at Yorktown, Virginia. Due to administrative travel ceilings, the \$80,000 that had been used to pay travel and food expenses to two participants from each state is no longer available.

In answer to a questionnaire sent by the Coast Guard, 29 states indicated they might send students to the school at state's expense. Other states are unable to send students because they were notified

of the cut in federal funding too late to include that expense in their budgets.

The school, which provides comprehensive training in marine enforcement holds three two-week sessions a year. By teaching officers the latest methods in accident investigation, intoxication identification, boarding, and other subjects, the school provides an opportunity to assure a certain amount of uniformity in enforcement throughout the states. ►

Boating safety advisors to meet

The National Boating Safety Advisory Council meets in San Diego Nov. 18-20.

Among the topics to be discussed will be:

- Alternative methods of assuring boats meet federal safety standards, which could include allowing an independent third party to test boats instead of the present method of testing done by the Coast Guard.
- A report on studies of fuel hose permeation due to use of alcohol blended fuels.
- A standard on hull identification numbers proposed by the International Standards Organization.
- PFD requirements for sailboards.
- Notice of proposed rule making on fuel hose standards.
- Notice of proposed rule making for

a higher horsepower rating for the new small high performance boats.

- A proposal by the American Boat and Yacht Council on downgrading horsepower on some tiller steered outboard boats.

NBSAC is composed of 21 members, equally divided among state officials responsible for boating safety programs, manufacturers of boats and associated equipment and members of the public. Members of the council are appointed by the Secretary of Transportation.

The council considers the need and extent to which regulations and standards will contribute to boating safety. It advises the Commandant of the Coast Guard on the soundness of proposed regulations or standards. ►

Related story on Page 8 and 9

Detecting Alcohol in Gasoline

- Use small transparent bottle or tube that can be capped
- With pencil or adhesive tape, mark container at $\frac{1}{3}$ full
- Fill container with water to the mark
- Add fuel almost to top of container, leaving small air space
- Cap container
- There should be two to three parts fuel to one part water
- Shake container vigorously
- Allow to sit upright for three to five minutes
- If the volume of water appears to have increased, alcohol is present

Cooperation key to Delaware's boating safety

by George Stewart

Make no mistake about it, tiny Delaware is a coastal state. The Delaware River, Delaware Bay and Atlantic Ocean form our eastern border and give us 101 miles of coastline. Ocean going vessels pass through our waterways on their way to the ports of Philadelphia, Baltimore and Wilmington. Our beaches, inlets, wildlife areas, rivers and creeks attract thousands of visitors each year making Delaware the "nation's summer capital."

Nearly 38,000 state residents are registered boat owners and a much greater number of nonresidents use our waterways each year. It is the 33 member enforcement section of the Department of Natural Resources and Environmental Control's Division of Fish and Wildlife that monitor these waterways. The section, also active in areas affecting wildlife, fish and shellfish, is responsible for promoting boating safety, coordinating search and rescue operation and registering motorboats. (Delaware does not title boats, nor require documented vessels to register or pay a waterway user fee.)

The success of our boating safety program was evident when, in 1984, Delaware became the only state in the nation to record zero boating fatalities—a first for Delaware since the U.S. Coast Guard began keeping records in 1959.

The key to our success is cooperation. Our 15 uniformed marine police officers operate closely with the U.S. Coast Guard, U.S. Coast Guard Auxiliary, U.S. Power Squadrons, fire company water rescue units, Delaware Bay and River Pilots Association, Marine Trade Association and all other organizations of the Delaware Boating Council. Of prime importance is the boating public's recognition and appreciation of this team effort on their behalf.

One of our most successful boating safety programs is the home education course. Our "Guide To Better Boating," an 80 page manual on safe operation, emergency procedures and lifesaving techniques, is offered free to all the state's

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NESBA News

Connecticut

Blessed with beautiful weather, Connecticut boaters were out in force and the Marine Patrol had a busy season. Accidents were down and the two fatalities recorded through September were down from last year's eight. With a new law on the books, there was stricter enforcement of noisy vessels. Two new officers were hired. One, a boating education specialist, travelled the state giving boating safety courses at yacht clubs, camping areas, etc. A boating advisory council was appointed to help improve boating programs.

Connecticut has attempted to notify boaters of potential problems with alcohol blended fuel through news releases and an insert in the Digest of Boating Laws, a handout to boaters.

Delaware

Good weather in Delaware brought out large numbers of boaters and fishermen. Boaters seem more aware of weather conditions and are getting off the water when the weather turns bad, a result, perhaps, of education. Accidents were down but the number of fatalities rose from zero last year to two. The program is beefing up its operating under the influence enforcement, concentrating now on training while awaiting legislation to be passed.

Currently, gas with alcohol additives is not sold in Delaware, but when it is, boating safety plans to include information on potential problems in safety courses and on the beeper message used by the news media.

District of Columbia

Boating seemed a little slower this past season in District of Columbia. The number of boating accidents was up but fatalities are down a little. Alcohol related accidents skyrocketed. Boater safety classes were suspended six months while the department changed quarters. Using alcohol while boating is a problem stressed in education courses. Boating safety officials are attempting to get an implied consent law passed by city council.

Maine

The good summer weather in Maine saw a lot of activity on the water, but boating accidents and fatalities seem to be down slightly from last year. By October all inland and marine wardens had attended school to be trained on the use of the breathalyzer. Education coordinators are receiving training to be able to train and certify boating safety instructors around the state.

Maine has done nothing yet to inform boaters of potential problems with alcohol blended gas, but is waiting to see more explicit information on the subject.

Maryland

In Maryland, by having every officer receive classroom training in field sobriety tests, the alcohol enforcement program was stepped up, and with good results. Cases made have done well in court. A boating safety activities workbook was produced for a kindergarten through third grade program that is being piloted in one of the school systems. Volunteer instructors who will go into the field are being trained this year. The Maryland House and Senate conducted a summer study on mandatory boating safety laws to consider additional funds for boating safety.

Maryland officials do not perceive alcohol blended gas to be a problem at this time, but want to see information included in educational materials.

Massachusetts

Massachusetts is waiting for more information on the effects of unleaded alcohol blended fuels to boaters before telling the public of potential problems. Officials are reading news from National Marine Manufacturers Association and awaiting policy from NASBLA.

New Hampshire

It was a dry, warm summer in New Hampshire and a busy boating season, that started in May with July type traffic, never let up until Labor Day. The number of accidents was unchanged, but fatalities were up. Fatal

accidents involved boats not under power with people not wearing PFD's.

The state cracked down on PFD violations. Of total court cases, 55 percent were PFD violations. New legislation requires children under five wear PFD's while under way. Under the new implied consent law, boating while intoxicated arrests increased.

Because a boating educator left during the year 1000 fewer people received safety education courses. The program should improve soon.

New Jersey

New Jersey saw an increase in boating activity, probably due to a good economy and good weekend weather. The increase in boaters and the numbers of accidents and fatalities have become cause for concern. As the boating season wanes, education efforts begin. Officers will present boating safety lectures and demonstrations to clubs, schools and flotillas. A titling program begins in New Jersey next year.

An article appeared in the boat commission newsletter on the effects the leaded gas phase out and alcohol blended gas will have on state boaters.

New York

The boating season in New York continued into the fall, especially on Long Island. Boating facility development has slowed due to a scarcity of land. Titling and registration fee increases in the next year should provide an increase in enforcement.

A boating under the influence bill and a splash bill were defeated in the state legislature as was a bill to label gas pumps that contain alcohol.

The state is looking for material on the effects the leaded gas phase out will have on boating to reprint and distribute to boaters.

Pennsylvania

It was a good boating season in Pennsylvania. Sunny weather and low water in the east brought hordes of boaters out, especially on weekends. Accidents were down and 11 fatalities through September was the lowest

number ever recorded in the state.

There was, however, an increase in jet ski accidents.

This first year of the drunk boater law and its ensuing publicity seemed to bring a significant decrease in alcohol abuse while boating. When people were checked for alcohol use, little incidence was found. Two charges were made under a new homicide by watercraft law.

Several news releases and articles in the boating and angler magazines have addressed the dangers of using alcohol blended gas.

Rhode Island

Rhode Island's boating season had been going along as last year's when late in the season, Hurricane Gloria hit. The storm caused much less damage than expected, but there was a storm related fatality. The number of accidents was about the same as last year, but it appeared fatalities would be up. Some accidents were directly linked to alcohol, but an ambiguous boating under the influence law makes addressing the problem difficult. Three part time employees were hired for enforcement in the high use areas.

Rhode Island is waiting for more information before telling the public of the potential problems with alcohol blended fuel.

Vermont

Good weather in Vermont contributed to a busy boating season. Boat sales were up, activity was up, but the number of accidents and fatalities appeared to be down. Vermont's new education program didn't get started until after July. There was a high concentration on driving under the influence violations. Defining methods for testing intoxication, however, is still in the legislature.

Gas mixed with alcohol is not currently sold in Vermont. When it arrives and if there are problems, boating officials plan to inform boaters.

boaters. Marine dealers assist in enrolling their customers in the course. Tests taken at home are mailed to our agency and upon successful completion, residents are presented with a decal and certificate.

The course is taught in the classroom by a marine police supervisor assisted by marine police officers who also conduct courtesy checks of motorboats, a program enthusiastically received by the public.

Our marine police train at the state police training academy or a natural resources police training academy. Marine police equipment include 31-foot and 28-foot Uniflites, several size Boston Whalers, two 18-foot Starcrafts and two 14-foot Monarks.

Our success in 1984 gives us something to strive for and our efforts to promote safety continue. Delaware law prohibits the operation of a boat if the operator is under the influence of alcohol and efforts to curb this problem continue. A bill to require operators suspected of being intoxicated to submit to a blood alcohol count failed to pass the state senate this year. We expect the measure to be reintroduced and are hopeful of eventual passage.

It is our conviction that if each boater would seek information on boat handling and boat safety, learn the rules of the road and good seamanship, and practice courtesy, accidents and other tragedies on the water would be drastically reduced. Together we hope to make safe and enjoyable boating a reality on Delaware's waterways.



George Stewart, enforcement administrator of the Division of Fish and Wildlife, has been Delaware's boating law administrator 12 years.

Arkansas' boating big business throughout the year

by W.F. (Bill) Hailey

In Arkansas we are very fortunate to have extremely diversified waters. From the swift, clear Ozark mountain streams complete with white water, to an ample share of the Mississippi River that forms the eastern boundary of the state; from small oxbow lakes to several large Corps of Engineers reservoirs, we have an endless amount of year round, water oriented recreational opportunities. There are 600,000 acres of impounded waters and 9,000 miles of streams, abundant water for both Arkansans and the large number of guests that visit the state each year.

Because of the vast aquatic recreational resources available and the relatively mild winter weather, our boating season extends throughout the year. Warm weather months are by far the busiest with pleasure boating, water skiing, sailing, floating and fishing. During the cold weather months, however, fishing activity continues and water-borne hunters and trappers are evident.

Boating and associated recreational activities in the state constitute big business with several nationally known boat builders located here. Arkansas has more fishing tackle manufacturers than any other state in the nation. Currently the state has over 325,000 registered boats which also demonstrates the high interest in water related activities.

Keeping our waters safe and clean through boating law enforcement is one of the many responsibilities of the 145 wildlife officers of the Arkansas Game and Fish Commission. These officers other duties include maintaining hunting, fishing and trapping safety.

Wildlife officers receive extensive training at the commission's training facility near Little Rock. There they learn the basics in wildlife law enforcement, search and seizure and the state's boating laws. Their proficiency in enforcement activities is evidenced by the low numbers of boating fatalities.

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SSBLA News

Alabama

Alabama's boating season was still going strong into the fall. For the past three years the state has seen an increase in boat sales and activity on the water. With the increase, accidents were up, but fatalities were down slightly.

A means to entice more people into taking the boating safety courses is being sought.

An article on the potential problems of alcohol blended fuel appeared in an in-house magazine, but nothing has been sent to the boating public. The administrator had heard of no problems in the state.

Arkansas

In Arkansas, summer boating activity was up a shade and a full fall season was anticipated. The accident rate seemed about the same as last year and the fatality rate was down.

Arkansas had four new employees in the field training officers who would, in turn, recruit and train instructors for boating safety education.

Arkansas has attempted to notify the boating public of the problems with alcohol blended fuel through news releases and a radio program.

Florida

During a very active boating season, Florida saw an increase in fast boat accidents, particularly collisions. More divers and skiers seemed to be involved in accidents this year.

All enforcement personnel received 40 hours inservice training which included boarding procedures, safety equipment regulations and driving under the influence enforcement. The state has a new boating DUI law. Florida is attempting to put approved boating safety courses into the public schools.

The program has no materials for boaters on the leaded gas phaseout, but yacht clubs are informed.

Georgia

As active as boaters were in Georgia this year, neither the number of violations nor accidents increased.

Fatalities, however, were up slightly. The education program received a boost with the purchase of new films, pamphlets and other materials. The improved program reached thousands. A computer was installed to keep track of accidents, violations, etc. Officials hope to find patterns from these to assist in enforcement.

Georgia has not informed boaters of problems with alcohol blended fuel but has given information to sports writers.

Kentucky

Boating in Kentucky started early this year; great weather continued throughout the summer, and with fuel prices and the economy stable, the boating season was active. The number of fatalities rose slightly. The public responded well to an inspection program on the larger lakes. Three video public service announcements got good play statewide. A slide show is being produced to help increase public awareness of the water patrol, what it does and why it exists.

Louisiana

In Louisiana, boating is linked to fishing. Early in the season, an abundance of shrimp brought an increase in both usage and accidents. People went into big waters in small boats and many got in trouble. After July, as the shrimp catch decreased, accidents went down. Louisiana experienced more two vessel collisions. By putting patrol boats on a high volume lake, officials found the area would calm down. Activity had moved to another lake. The Better Boating Course, which began Jan. 1, seems to be attracting a different audience than reached by private organizations.

Concerned about the effect of alcohol blended fuels, Louisiana has interviewed marine dealers on its weekly radio show, contacted the news media and incorporated the information into boating safety courses.

Mississippi

Registrations were up and more people were boating in Mississippi. The number of accidents and fatalities was also up. The Job Corps adopted the

state's Better Boating Course to qualify barge and tow boat operators. A federal basic skills program that teaches reading, writing, arithmetic and safety included boating safety in the program. A special forces unit dispatched to a high accident area wrote more tickets and offered extra safety courses.

Mississippi has written news releases to inform boaters of the problems with alcohol blended fuel.

Missouri

In Missouri usage was up over last year as were accidents and fatalities. Enforcement used new driving while intoxicated detection methods and found the horizontal gaze nystagmus test to work well. Sobriety check points were set up this summer. Public service announcements on television were aired to promote safety.

Missouri officials are not convinced alcohol blended fuels will cause big problems. Boaters should always be checking fuel hoses.

North Carolina

In North Carolina, the weather was dry, the economy good, boat sales up, a couple of new lakes opened and the boating season was busy. The state's stiffer operating under the influence law gained a lot of public attention, which seemed to have a positive effect on the boating season. About 85,000 young people went through the boating safety education program which uses a programmed text and audio visual test.

Boating officials believe it is the responsibility of the marine industry to get the facts and inform the public on the problems with alcohol blended fuel.

Oklahoma

Oklahoma's boating season was not as active as usual but accidents and fatalities were up. The usual programs in enforcement and education continued. The Better Boating Course is taught to sophomores in the public schools.

South Carolina

Boating activity in South Carolina was the same as in past years but numbers of accidents and fatalities

were down. Enforcement made more cases this year. Officials believe a large increase in cases made in 1984 helped bring this year's accident and fatality numbers down. The safety education program reached ever larger numbers of people, primarily ninth graders.

South Carolina has heard of no problems with alcohol blended fuel and has put out no information.

Tennessee

Tennessee had a busy boating season with registrations continuing to climb. The number of boating accidents remained the same as last year but the number of fatalities decreased.

Tennessee has sent news releases statewide in an attempt to inform the boating public of problems with alcohol blended fuel and articles have appeared in the state magazine.

Texas

With the water level up in the reservoirs in Texas, boating activity increased to the point that congestion became a problem. The number of accidents and fatalities appeared to be even with last year's, which was not a good year. New enforcement officers will be given water assignments only, rather than the multi-responsibility of hunting, fishing and boating, a new program that is expected to show results in the long run.

Texas has no program telling the public about alcohol blended fuels.

Virginia

Good summer and fall weather gave Virginia a busy boating season with an increase of over 7,000 boat registrations. The number of accidents was up over last year but fatalities were down. A new safety education program using volunteer instructors was well received and very productive. Over 1,400 students attended a total of 778 hours of basic boat, canoe and kayak courses.

The program put out a news release warning boaters of problems with alcohol blended fuels and a staff member wrote articles that appeared in regional magazines.

Boating education in Arkansas received added emphasis recently with the selection and assignment of five regional training officers. This new program provides for recruiting and training volunteer boating education instructors who will conduct boating education classes. The classes are available to anyone in the state and could be offered by the schools, civic groups, boating clubs, anyone with a trained instructor. This procedure is patterned after our very successful hunter education program.

Boating education, hunter education and Project Wild are all within the education section of the Game and Fish Commission.

Arkansas' boating safety program is financed with revenue from the sale of licenses and tags for hunting, fishing and trapping. The state also uses money received from the federal financial assistance program. ▶



W.F. (Bill) Hailey, education section chief, Arkansas Game and Fish Commission, has been the state's boating law administrator four years.

Gasoline—taking the lead out—will

In an effort to reduce the amount of lead in the air, the Environmental Protection Agency issued a regulation that will allow fuel sold in the United States after Jan. 1, 1986 to contain only .1 gram of lead per gallon. This is down from the 1.5 gram per gallon allowed prior to July of this year and a .5 gram per gallon standard allowed after July 1.

The .1 gram per gallon content will probably be allowed only until Jan. 1, 1988 at which time a total ban on leaded fuels is proposed to take effect.

The lead in gasoline performs two functions—it gives an economical

octane boost to the fuel and it provides a coating inside the engine to cushion moving parts, particularly valves.

Since the phase down of leaded fuel began, many oil companies started blending alcohol in their fuels. In some areas of the country alcohol blended fuels are only beginning to come into the market, in other areas they are quite common. The alcohol is used to boost octane ratings. However, it appears to be having adverse effects on plastic, rubber or rubber-like (elastomer) and metal parts in both the engine and the fuel systems. ►

is a market or until the federal government says no more lead."

Manufacturers' recommendations

Several manufacturers were asked for specific recommendations for owners of their engines. Johnson and Evinrude outboards and OMC Seadrives recommend unleaded fuel with a minimum octane rating of 67 be used in models of 50 horsepower or less. Leaded fuel should be used in models from 50 to 115 horsepower but unleaded fuel with a minimum octane rating of 86 can be used. In models of 125 horsepower and above, only leaded fuels with a minimum octane rating of 88 should be used.

Octane performance

The larger engines need lead, not for the lubricating qualities, but for the octane performance. "These engines," said Lincoln of OMC, "are octane sensitive, but can be modified in the field." A thicker head gasket, new carburetor jets, and a timing change will reduce the octane requirements.

OMC instructs owners of inboard and sterndrive engines to retard the spark plug timing and reduce the compression ratio. With these modifications, OMC says their engines should run fine. However, they will produce less power.

OMC plans to begin a mailing to owners of affected engines to advise them of the necessity for modifications.

Mercury Marine recommends that owners of its inboard and sterndrive engines built since 1975 use any good grade of leaded, low lead, or no lead fuel with a minimum octane of 86. For engines built prior to 1976 they recommend a tank of leaded fuel be used for every four tanks of unleaded fuel to maintain protection of the valves.

Mercury Marine and Mariner recommend low lead or unleaded fuel with a minimum octane rating of 86 for all their outboard engines.

The manufacturers all advise against using fuel that has been blended with alcohol to increase octane. The alcohol apparently is causing more problems than it is solving. ►



Removing lead reduces octane and lubrication

Most sterndrive and gasoline inboards use modified automobile engines as power plants and most engines built after 1972 were designed to run on unleaded fuels. When used on a boat, however, engines have to work much harder than they do in an automobile. In a typical automobile cruising down the freeway at 55 mph, the engine produces only 15 to 20 percent maximum power. In a boat cruising at its normal speed, the engine must be run at 60 to 75 percent maximum power. It is working over three times as hard.

Because the engine works harder in the marine environment, it needs the higher octane and added lubrication provided by lead. Since only low lead or no lead fuels are presently available, and the lead content and octane rating that refiners will produce after the first of the year is in question, many current engines may wear out more quickly than normal.

Not enough lead

Regulations call for a reduction to .1 gram lead per gallon of fuel after Jan. 1, 1986. Is the allowed .1 gram per gallon

enough to provide proper engine operation?

"Absolutely not," said Richard Lincoln, director of environmental affairs for Outboard Marine Company. "All car manufacturers and OMC agree anything under .5 gram per gallon will do nothing for lubrication or for octane rating."

"Not only is it useless to the engine," he continued, "it is uneconomical for the oil companies to produce. After lead banking rights are used up, there will be no leaded gas made."

Lead banking rights

"The lead credit banking provisions were started in 1985," explained Jim Caldwell, a Washington spokesman for the EPA. "By using less lead than currently allowed, refiners can build up a lead credit they can either use later or sell to other refiners."

When these rights are used up, will leaded fuel be refined? Lincoln said the .1 gram per gallon will be uneconomical for oil companies to produce. A Seattle spokesman for Chevron USA said, "we will continue to use lead as long as there

it affect marine engines?



Blending alcohol in gas produces mixed reaction

Because of the reduction and possible elimination of lead in fuel, many gasoline suppliers are substituting another octane booster, alcohol.

Alcohol in the fuel may solve the performance problems, but it could also be causing a host of other problems, especially to marine engines and fuel systems.

Currently, the Coast Guard's concern with alcohol blended fuels is its effect on fuel hoses. According to Lysle Gray, chief of the product safety assurance branch, "The use of alcohol presents other concerns, but they have less impact on safety."

Results of Underwriters Laboratories' testing so far are inconclusive, said Neal Mahan of UL's marine division. The testing has not yet produced repeatable results. Different mixtures of fuel cause different reactions; some hoses react to ethanol, some to methanol and others have little reaction to either.

UL studies found that new hoses have little immediate problem with alcohol blended fuels, but older hoses react quickly. Some turn brittle, crack and eventually leak. Others get soft and spongy and allow fuel vapors to permeate the walls, releasing explosive fumes. This phenomenon can be neither explained nor predicted.

The Society of Automotive Engineers (SAE) new standard for marine fuel hoses is currently being circulated for approval. When approved, probably by the end of the year, the standard will be sent to the Coast Guard.

As soon as the Coast Guard receives this new standard, a notice of proposed rule making will be published. In the meantime, manufacturers continue to use hoses that meet current regulations.

There are still questions concerning

the newly proposed standard. As Mahan of UL explained, "each fuel blend, each dilution produces a different result in the laboratory." Alcohol is mixed with gasoline not at the refinery but is blended later by individual dispensers. Pumped gasoline could be blended with ethanol, methanol, there is even talk of using ethers; it could have a five, 10 or 15 percent blend.

"Fuels are changing so fast, the manufacturer can't design the product," said Don Reed of National Marine Manufacturers Association.

It's not only fuel hoses that are effected. Testing has revealed problems with elastomers, fuel filters, float bowls and is showing that metal and fiberglass fuel tanks can deteriorate.

Deterioration is caused by water, and alcohol absorbs water. Service bulletin 85-10 from Mercury Outboards explains phase separation as follows:

"Fuels containing alcohol will absorb moisture from the air. At first, this moisture will remain in solution, but once the water content of the fuel has built up to about .5 percent, it will separate (phase separate), bringing the alcohol with it. The alcohol-water mix settles to the bottom of the tank. If this mixture gets into the engine, the engine can be seriously damaged internally, as the protective film of oil may be washed off the bore of any cylinder the mixture enters."

Boats used regularly, like patrol boats, would probably not experience phase separation, but recreational boats that sit idle much of the time are likely candidates.

Marine engine manufacturers universally recommend that owners not use alcohol blended fuels.

Mercury Marine warns: "Performance

Fuel Pump Labeling of Alcohol Content

	No Req.	Label Alcohol	Label Type Alcohol
Alabama	X		
Arizona		X	
Arkansas		X	
California	X		
Colorado		X	X
Connecticut		X	
Delaware	X		
District of Columbia	X		
Florida		X	X
Georgia	X		
Hawaii	X		
Idaho	X		
Illinois		X	X
Indiana		X	X
Iowa		X	X
Kansas		X	X
Kentucky	X		
Louisiana		X	X
Maine	X		
Maryland		X	X
Massachusetts			
Michigan		X	X
Minnesota		X	X
Mississippi		X	
Missouri		X	X
Montana		X	
Nebraska	X		
Nevada	X		
New Hampshire	X		
New Jersey	X		
New Mexico		X	X
New York	X		
North Carolina		X	X
North Dakota		X	X
Ohio		X	X
Oklahoma		X	
Oregon		X	X
Pennsylvania	X		
Rhode Island		X	
South Carolina	X		
South Dakota		X	
Tennessee		X	X
Texas	X		
Utah		X	X
Vermont	X		
Virginia		X	X
Washington		X	X
West Virginia		X	X
Wisconsin		X	X
Wyoming	X		

problems, and fuel system or other damage resulting from the use of alcohol blended fuels are not the responsibility of Mercury Marine and will not be covered under its warranty." ►

New boating laws benefit Indiana's safety program

by Carroll Henneke

The state of Indiana has 253 square miles of surface water, which includes small lakes and ponds, streams and rivers, nine Corps of Engineer lakes, other state leased lakes or impoundments, the boundary waters of the Ohio and Wabash Rivers and a southern portion of Lake Michigan.

These waters are patrolled by 189 Indiana conservation officers whose duties include marine law enforcement and education, in addition to their duties in fish and game law enforcement, snowmobile and off-road vehicle law enforcement, registration and education, and public property patrol. These officers have full police powers to enforce all Indiana statutes, including felonies.

The responsibility for marine law enforcement, education, titling and registration is with the Department of Natural Resources, Law Enforcement Division. Indiana, which registers only motorboats, currently has approximately 175,000 boats registered.

Our conservation officers train approximately 6,000 students annually in the state boater education program. The courses are voluntary and offered to everyone.

Three recent legislative enactments will substantially impact recreational boating in Indiana. In 1984 we developed and implemented a passenger for hire vessel inspection and certification program. In 1985 Indiana became the first state in the nation to enforce a true implied consent law for watercraft operators believed to be under the influence of alcohol and/or controlled substances. Lastly, we will begin titling watercraft, effective Jan. 1, 1986.

Indiana budgets approximately \$1.1 million each year for its boating safety programs. This figure should increase in coming years with the advent of the titling program. The state participates in the federal revenue sharing program, which

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NCIABLA News

Illinois

Usage on Illinois' waters has been on the rise for the past several years with boat registrations going up five percent each year. This summer both accidents and fatalities were way below the year before. The enforcement program, low on manpower, has tried to maintain a status quo and officials feel it fortunate that accident statistics have gone down. Next season they plan to have 20 new people in the field.

The state has done nothing to inform boaters of potential problems with alcohol blended fuel.

Indiana

In Indiana accidents and fatalities all seemed to be the same as last year. Indiana, the first state in the nation to pass an implied consent law, trained conservation officers during the winter in detection and suppression and bought electronic field test equipment. Enforcement went well. During the off season, evaluation of the testing, screening, transporting and incarceration processes will be made.

Patrol officers have been informed of the potential problems with alcohol blended fuel and it is a topic of discussion in boating safety courses.

Iowa

Boating activity was up in Iowa. The lakes were in good condition and the streams lower than last year. The weather was excellent and many people came out. The numbers of accidents and fatalities were up due to the drowning of five canoeists. Iowa has a history of a low accident rate.

A major university has begun a program to certify teachers of boating safety.

Iowa has no program to inform the boating public of the problems with alcohol blended fuels.

Kansas

Kansas had a busy boating season. More boats were out and more citations issued. Numbers of accidents and fatalities were lower than the year

before. Because of the new regulations limiting working hours of enforcement officers, the program had a more selective enforcement operation, for instance, two or three boats working one busy reservoir.

More people are requesting the home study course.

The boating safety program ran information on alcohol blended fuels in a news release in the spring and in their quarterly magazine.

Michigan

In the early part of the boating season, a few spectacular, alcohol related, multi-fatality accidents pushed Michigan's fatality numbers up for the year. Boaters settled down after the middle of June and the accident rate slowed. A change in the justice system has enabled an increased alcohol enforcement effort to be effective. Inappropriately registered boats got extra attention this year. Boating safety courses reached 2,000 more people.

An article on problems with alcohol blended fuel appeared in *Marina News*, a weekly paper that reaches half the boaters in the state. A major publicity campaign is planned for the spring.

Minnesota

The weather in Minnesota was better this summer than last. Fatalities were up and nonfatal accidents were up 50 percent over the previous year. A large number of nonfatals occurred on less populated lakes. Of the accidents reported, 56 percent were alcohol related. The boating safety program is publicizing the boating and alcohol problem and training enforcement personnel. On one lake, 31 operating under the influence arrests were made.

Boating safety issued a news release on how to check a boat for problems related to the use of alcohol blended fuels. It is warning inboard/outboard owners of fuel water separation.

Nebraska

There were more accidents this year in Nebraska than in many years. The number of fatalities also went up. Most

continued

gets its funds from the marine fuel tax. Last year we received \$215,000.

As with other states, funding continues to be a problem. Indiana recreational boaters would benefit significantly from the release of all funds authorized from the states for boating. Our fatality rate is comparable to the national average. Unlike the U.S. Coast Guard and various boating interest groups who quickly point to the general decline in the fatality rate, we pay closer heed to the annual increase in the accident rate. We contend additional funding will aid us in our efforts to reverse the accident rate or at least hold it in check.

Boating events in the near future which will require marine law enforcement include the Pan Am Games to be held in Indianapolis. We have been involved in meetings in preparation for the games. Additionally, Indiana hosts two unlimited hydroplane races annually on the Ohio River, and during these events, marine law enforcement receives able assistance from the Kentucky Water Patrol.

Indiana has long endured disparaging remarks about cornfield sailors. Apparently we are moving away from that mindset. ►



Carroll Henneke, Indiana's boating law administrator, is the support services officer of the law enforcement division, Department of Natural Resources.

accidents were due to "pure nonsense," said one official.

The education program is going well. More instructors were certified and there has been a good response to the home study program. State Farm Insurance agents are requesting manuals for their customers.

The boating safety program issued several news releases on problems with alcohol blended fuels.

North Dakota

Cool, wet weather and a bad economy resulted in a sluggish boating season for North Dakota. The accident rate was down and, as of late September, there had been no fatalities. One lake, however, had three collision accidents, all probably alcohol related. Personnel saturated the high use areas in the state. Wardens put extra emphasis on PFD violations. The boating safety correspondence course hasn't gotten the desired response this year. Not many tests were returned for grading.

The program is currently compiling facts and figures on problems with alcohol blended fuel to prepare news releases prior to the next boating season.

Ohio

The weather was beautiful this year in Ohio and the boating season extended from March through October. Fishing on Lake Erie was "fantastic." General boat usage was up, but the number of accidents and fatalities was down. With an emphasis placed on alcohol and boating, the number of citations issued was up 200 percent. A district office was opened on the Ohio River and more education and enforcement officers were hired. An awareness boating course stresses defensive operation, maintaining equipment, reading weather, etc.

Ohio set aside a section of a general information brochure to inform boaters on problems with alcohol blended fuels.

South Dakota

Windy weather in South Dakota this summer was not good for boating and usage was down. It was a safe summer, the number of accidents and fatalities was considerably lower than in past summers. In bad weather, people tend to go into coves and are more apt to wear PFD's.

The boating safety program plans to put together a program in the spring to warn boaters of potential problems with alcohol blended fuel.

West Virginia

Boating was up in West Virginia and although the number of accidents and fatalities was the same as last year, the rate was down. New patrol boats used this year may have contributed to that reduction. The boats were marked to be highly visible to the boating public. The standard boating safety education program, the Coast Guard Auxiliary, U. S. Power Squadrons and Red Cross programs are all found to be satisfactory in West Virginia.

Wisconsin

Good weather made it a good summer for boating in Wisconsin. Tourism was up and there was a lot of activity on the water. The number of accidents was the same as last year, and the number of fatalities down. There was an increase in the number of seasonal people in both enforcement and education. Intoxication enforcement was upgraded with additional training of officers. The impact of an upgraded education program was felt in the low fatality rate. Instructors who were trained last year trained volunteers. Limited term employees were used in education programs in tourist areas.

Wisconsin conducted a campaign to inform boaters of problems with alcohol blended fuel utilizing National Marine Manufacturers Association literature and other news releases.

Education stressed in California's boat safety plan

by William Ivers

With more than 1,000 lakes and rivers and about 1,000 miles of coastline, California offers an abundance of boating opportunities. Serving the 628,000 registered boat owners in California is the Department of Boating and Waterways, the state's recreational boating agency.

To provide boaters access to the state's waterways, the department makes loans and grants to local government agencies for the development and improvement of public marinas and launching ramps. A typical marina project would include the development of a harbor basin, breakwater, berths, parking facilities, restrooms, fuel dock, utilities and landscaping.

The department grants monies to local agencies for floating restrooms (S.S. Relief) and assists in the development of boating facilities throughout the state park system. Loans are available to small businesses for building marinas.

To monitor trends and identify safety problems, the department analyzes boating accidents. Completion of a special two year study on the involvement of alcohol and drugs in motorboat accidents is nearing. The study includes an analysis of repeat offenders and of motorboat accidents in which the boat operator was under the age of 18. The study, the first of its kind in the state and possibly the nation, will be presented to the California Legislature in January 1986.

A variety of education programs has been developed to teach boating safety to Californians of all ages. Recently an elementary and secondary curriculum was introduced in the public school system. Three targeted groups—kindergarten through third, fourth through sixth and ninth through twelfth—received instructional packages which included audio visual materials, text books and other teaching aids.

A home study boating safety course is offered to the public and the department funds Red Cross moving water safety training programs. An instructor training and

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WESBLA News

Arizona

Actual boating activity in Arizona seemed to decrease this year. There were large crowds in the campgrounds, but not large numbers of boats on the water at any given time. People seemed to be using boats to get to their destinations, not to cruise.

Registrations were up; accidents and injuries up, but fatalities down. One justice court agreed to waive fees if the violator passes a six hour boating safety course. Safety officers began enforcement of an operating under the influence law passed last year. Several arrests were made.

Arizona plans to print fliers on problems of alcohol blended fuels to give out with registrations.

California

Boating activity in California was up; accidents were up; but fatalities were down. California introduced an officer training program with a new approach to operating under the influence enforcement. Children in 2,400 school districts will have access to a new boating and aquatic safety series. Copies of a tape and instructional materials have been placed in the libraries and are available on request. Volunteer instructors teach the courses.

California issued a statewide news release on problems with alcohol blended fuel and notified boating organizations.

Colorado

Boating activity was up in Colorado despite a cold and slow month in July. The season was over by mid September when the snows came. Boat registrations were up; the number of accidents and fatalities down. A new river outfitter licensing program was quite successful.

The Colorado boating safety program has done nothing to tell the public of problems related to alcohol blended fuel. Officials aren't sure what responsibility to take in informing consumers on the safety of products. Owners' manuals specify to boaters types of fuels to use.

Hawaii

Hawaii's year round boating season should be busy again at Thanksgiving and Christmas. The state will probably see an increase in accidents this year as efforts to report them were intensified. Fatalities are down from last year. There's been a proliferation of jet ski rentals which has proved hazardous to boating safety. Tourist oriented commercial boating is on the increase.

Video equipment was purchased and officers were trained to begin taping offenses in progress. A flier describing precautions to take during tsunami and hurricanes is being distributed.

Hawaii is not getting alcohol blended fuels. Most inboards now use diesel.

Idaho

Boating activity in Idaho seemed to be up because complaints were coming in about crowded waters. Both accident and fatality numbers were even with last year's. Boating safety education is being stepped up in Idaho. One requirement a sheriff's department must meet to receive funds for boating safety is to conduct an education program. Targeted are seventh and eighth graders. The state helps counties buy patrol boats to encourage more local involvement in boating safety enforcement.

Idaho is doing little to inform boaters of the problems with alcohol blended fuel. Boaters expect little reaction from the state.

Montana

During Montana's boating season the numbers of reported accidents and fatalities went up. After returning from the National Boating Safety School in Yorktown, Virginia, wardens were active this summer in water safety training, teaching the use of life jackets, how to upright canoes, etc. As the number of trained wardens increases, the number of people reached through water safety programs increases. Flotation devices were purchased for the training.

Nevada

Nevada had a good boating season. A gradual increase in the use of the state's waters continues and boaters seem to be aware of the problems in boating safety. The number of accidents reported appeared to be down from last year, the number of fatalities about the same. The boating safety program is in the process of hiring new people. This is the year of assessment for the enforcement and education programs with special emphasis on assessing the drunk operator problem.

Boating safety officials advised the boating public to check hoses for leaks and are looking for good information on problems with alcohol blended fuel to reprint.

New Mexico

Boating activity in New Mexico was about the same this year as in the past, but the number of accidents and fatalities dropped considerably.

The boating safety program added four education officers in the field and, as a result, many more boaters received boating safety courses. Only one boater was arrested for operating under the influence.

Articles have appeared in the state's press on problems with alcohol blended fuel.

Oregon

It was probably the best summer ever in the Northwest and boating in Oregon was wonderful. Usage was up, especially offshore where the salmon season was good. The number of accidents and fatalities was down, but there were close calls and level headed passersby made heroic rescues. In a multiple fatality accident on the Columbia River, only one person was wearing a PFD. The boating safety program installed signs for sailboarders on the Columbia River, produced a pamphlet on noise and prepared a water safety program for junior and senior high students.

Oregon plans to inform boaters of the effects of alcohol blended fuels after the labeling of fuel pumps regulation has been in effect a while.

Utah

Utah's boating season covers a much longer period now that there's a year round fishing season. Fishermen are out as soon as the ice disappears. Since boaters have been discovering southern Utah, boating in general has been on the increase. This year fatalities were down. The boating safety program placed posters on boat launch ramps to publicize the speed and proximity law. A home study course was reprinted last year, but the program received less than 30 tests for grading.

A few stories have appeared in the state's press on the problem with alcohol blended fuel.

Washington

Washington, with practically no rain all summer, had an excellent boating season. The public is only beginning to accept a state managed boating safety program. There has been poor compliance with a complex, expensive registration process. Only a small percentage of the estimated number of boats has registered.

Six courses were taught to boating safety professionals on marine law enforcement, patrol boat operation and emergencies and rescue. In addition to Better Boating Courses, a defensive boat operation course was taught.

The department is attempting to incorporate information on alcohol blended fuels in all training materials and courses.

Wyoming

Boating activity in Wyoming this summer was as usual. The number of accidents was down but fatalities appeared to be up. Hiring additional personnel during the summer greatly enhanced the overall enforcement program. The Better Boating Course was initiated but there was only a moderate enrollment. The course is being publicized throughout the department and all registered boat owners are being notified of its availability in hopes of increasing enrollment.

Boaters are being advised of problems with alcohol blended fuels primarily through personal contact.

certification program is being developed at college boating centers. The department publishes more than 30 boating safety pamphlets, including "Boating and Alcohol" and "Safety Hints for Sailboarding." Boating safety audio visual materials are available to interested boating groups.

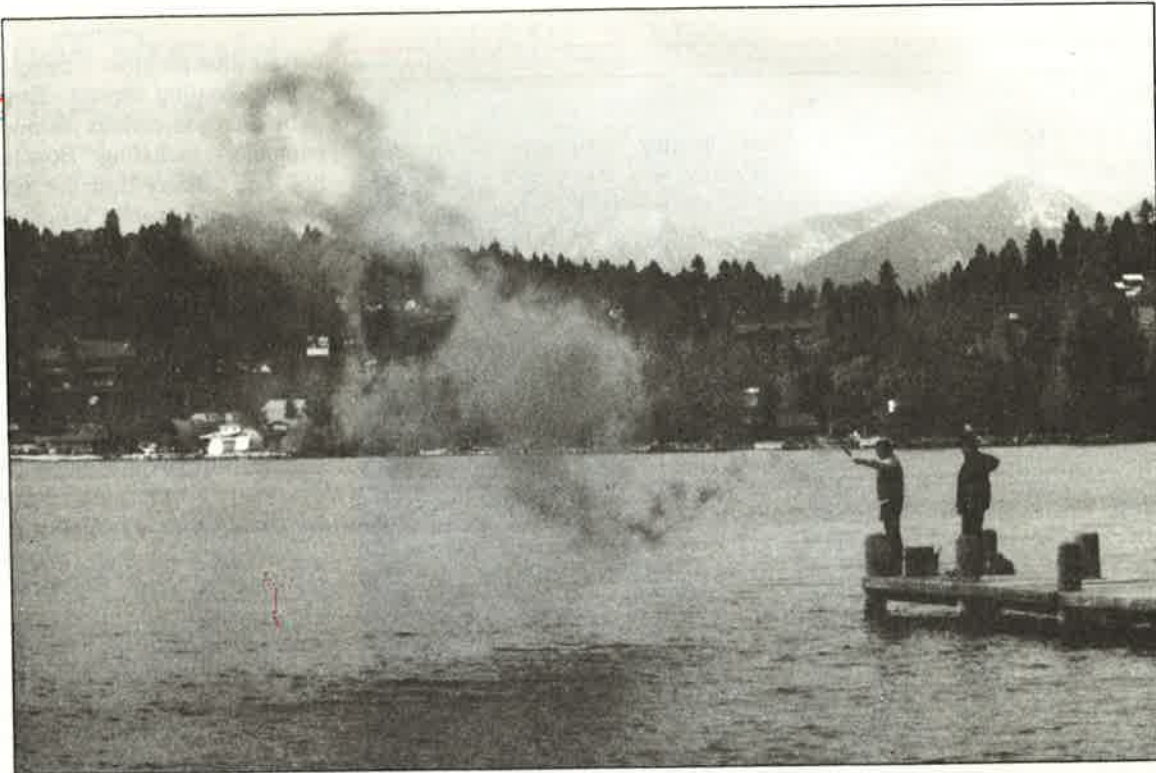
The department, responsible for the state's safety and waterways enforcement program, provides funds for local marine enforcement activities. Local agencies with insufficient local monies to adequately provide marine enforcement are eligible for state assistance. Revenue for this program comes from registration fees paid by California boaters.

There are more than 150 state and local agencies enforcing California's boating laws. To ensure the effectiveness and professionalism of the boat patrol officers, the department conducts basic and advanced schools with a course curriculum that includes intoxication enforcement, boating laws, accident investigation and boating procedures.

Other activities of Boating and Waterways include licensing yacht and ship brokers, for-hire operators and small boat towing operators; assisting local and federal agencies in beach erosion control projects, and conducting a water hyacinth program in the Sacramento-San Joaquin Delta. Funds for the department's programs come primarily from gasoline taxes paid by the state's boaters and from boat registration fees. ►



William Ivers, director of the Department of Boating and Waterways, is California's boating law administrator.



An orange smoke distress signal is fired off at Flathead Lake, Montana during NASBLA's annual conference.

Winter weather fails to chill fall conference

A record cold spell hit Kalispell, Montana about the same time the National Association of Boating Law Administrators arrived for the annual conference. The extreme cold tended to curb some of the outdoor activities, but the conferees spent many productive hours indoors working with their committees and attending meetings.

The group was able to stay warm while they watched the new Type V and ballistic PFD's demonstrated at an indoor pool, but during a demonstration of distress flares and signals at Flathead Lake, they didn't fare so well. They shivered and huddled against icy winds as they stood watching the show from shore.

One very cold morning, a large contingent travelled to Lake MacDonald in Glacier National Park to watch eagles hover over spawning salmon swimming in a clear stream below.

Later, when the weather had warmed up a bit, many hearty souls went out to

the hotel parking lot and, while some watched, others took part in an exercise on returning gun fire put on by the Missouri Water Patrol.

At the awards dinner on the final night, Tom Alexander, Ariz., was presented the Bonner Award, an award given to a government official for outstanding performance in the field of recreational boating. Merlin Johns, Okla., received the NASBLA Award in appreciation of time and effort devoted to help achieve the objectives of NASBLA and for notable contributions to the betterment of boating.

The working conference produced many recommendations and requests.

Boating Accident Investigation Reporting Analysis Committee

NASBLA approved a BAIRAC request that the Coast Guard compile statistics on sailboard accidents and

fatalities submitted by the states. The states, in turn, were asked to send sailboard accident statistics to their proper Coast Guard authority. NASBLA is attempting to obtain a base of information to determine if there is a need to regulate sailboards.

Legislative

The committee requested that states brief their Congressmen on how specific programs supported by federal monies are educating people and saving lives.

Boats and Associated Equipment

Although the committee felt it the responsibility of engine manufacturers to launch a campaign to advise the boating public of problems with unleaded alcohol blended fuels, it recommended that boating law administrators disseminate pertinent information to the public through the news media or through boat registrations.

more on next page

continued

The following additional recommendations were made:

- The elimination of Type IV PFD's on all Class A boats and canoes and kayaks to be replaced by wearable devices.
- Research into the design of crotch straps on certain Type III PFD's, including a performance requirement to prevent rideup.
- A Type V rating be given to a bullet proof PFD (this recommendation was also made by the law enforcement committee.)
- Underwriter Laboratories investigate an annual inspection of fire extinguishers by a licensed agency.
- The regulation that exempts open outboard boats, under 26 feet, not carrying passengers for hire, from carrying fire extinguishers be amended.
- Hull identification numbers be steelplates only, held by rosette rivets.

- Investigation by an independent research laboratory into the feasibility of propellor guards on recreational boats and motors.

Law Enforcement

To address the problem of stolen boats, the committee recommended:

- All states title and register all outboard motors.
- Each boat owner be provided at registration a form to record proper numbers and identifying features of boats and motors to be kept by the owner and used to assist the investigator should the boat be stolen.

The committee recommended safe boating pamphlets be distributed with registrations.

Education

The committee requested that all states resubmit educational materials to the education chairman to assure that NASBLA maintain a set of all updated materials.

The committee will establish a certificate of commendation to be awarded to companies that portray safe boating practices in commercials and advertisements.

Public Access

The committee compiled the following list of funding sources for facility development: Land and Water Conservation Fund, Department of Transportation, Soil Conservation Service, Army Corps of Engineers, Economic Development Fund and Bureau of Reclamation.

The committee announced a facilities guidelines workshop will be held in Michigan in September, 1986.

President

A major project for NASBLA to undertake in the coming year, as recommended by outgoing president, Merlin Johns, is the development of a professional water craft accident investigation course.



Tim Pool of the Montana Department of Fish, Wildlife and Parks stays afloat wearing a new Type V PFD.



Merlin Johns (l.), recipient of the NASBLA award, and Tom Alexander, winner of the Bonner Award, proudly display their trophies.

BOAT U.S. NOV 21 1985

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U.S. POSTAGE
PAID
PERMIT NO. 9766
SEATTLE, WABOAT OWNER ASSOC/US
JIM ELLIS
880 S PICKETT ST
ALEXANDER, VA 22304

NASBLA officers and executive board named

During NASBLA's annual conference in Kalispell, Montana, new officers were elected and an executive board named. Carroll Henneke, Ind., was elected president; Larry Williford, Texas, vice president; Nancy Jamerson, Va., secretary/treasurer, and Kim Elverum, Minn.,

and Robert Crossman, Vt., members at large. Named to the board were Merlin Johns, Okla., immediate past president; Randolph Dill, Conn., Elizabeth Raymond, Miss.; Paul Gregory, Ohio, and Tom Atkinson, Nev.

President

Major Carroll Henneke, newly elected president of National Association of Boating Law Administrators, is the support services officer of the law enforcement division of the Indiana Department of Natural Resources. He is in charge of titling and registration, officer training, legislation, and outdoor education programs.



Major Henneke began his career 15 years ago as conservation officer. He was a field officer for six years, became sergeant in officer training and from there went into support services.

Major Henneke served four years in the U.S. Navy and attended Indiana University.

He has been Indiana's boating law administrator since 1980. As a member of NASBLA, he

chaired the law enforcement committee, served as secretary/treasurer and president of the North Central International Association of Boating Law Administrators and as secretary/treasurer and vice president of NASBLA.

This past summer he initiated contact with the National Council of State Governments about assuming NASBLA's administrative work.

He is a member of the National Boating Safety Advisory Council, Underwriter Laboratories Marine Engineering Council and the board of directors of American Boat and Yacht Council.

Vice President

NASBLA's vice president, Larry Williford, is captain game warden, supervisor of water safety law enforcement of the Texas Parks and Wildlife Department.

He has been with the Parks and Wildlife Department 19 years, beginning his career as field game warden in east Texas where he worked on some of the larger lakes and reservoirs. For three years he was district law enforcement supervisor in Houston.

Captain Williford graduated from the Texas Game Warden Training School at Texas A & M University in 1967 and attended the criminal justice school at Lamar University. He holds an advanced law enforcement certificate issued by the Texas Commission on Law Enforcement Standards and Education.



Captain Williford has been Texas' boating law administrator for eight years. He served on several committees for NASBLA including the law enforcement committee. He has held every elected office of the Southern States Boating Law Association and this past year served as secretary/treasurer of NASBLA.

Secretary/Treasurer

Nancy Jamerson, newly elected secretary/treasurer of

NASBLA, is the boat registration and titling supervisor for the Virginia Commission of Game and Inland Fisheries.



Ms. Jamerson, who has been with the Commission 15 years, began her career as secretary to the chief of administrative services. She then became a license accountant, in charge of auditing hunting and fishing license reports. She has held her present position 10 years.

During these 10 years, she has actively participated in NASBLA. She has held all elected offices of Southern States Boating Law Administrators, ending her term this year as president. She is vice chairman of NASBLA's titling and numbering committee and recently joined the uniform boating laws committee. ▶