

SCA

small craft advisory

- **Students Test Waters as Officers**

- **Officers Learn Water Survival Skills**

- **NASBLA Continues Offering Valuable Training**

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Seasonal officers with the Iowa Department of Natural Resources learn to use a decibel meter during motorboat noise enforcement training.

Photo courtesy Iowa DNR



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Organization Charts Plan to Tackle Homeland Security Challenge

If you haven't had that second cup of coffee yet, now may be a good time to get it. Go ahead – we'll wait. We think you will want to pay close attention to what's coming with respect to NASBLA's strategic agenda in 2007.



Jeff Johnson
NASBLA President

In our last column, we discussed our strategic agenda and the important role our members, associates and partners can play in helping to implement it. A strategic plan helps us stay focused on our association's priorities. It also allows our organization to respond quicker to emerging trends and changing circumstances to proactively convert our challenges into opportunities.

An example is the challenge facing our nation with regard to homeland security. Clearly, by all measures, one of the most critical areas of need is stronger security for our nation's ports and waterways. Coast Guard Commandant Thad Allen believes the potential for a terrorist attack launched from small boats means that states and the Coast Guard must cooperate better to improve vigilance and agency capability on our nation's waters. Even Congress is beginning to question whether we have been putting our homeland security assets to the greatest effect.



John Johnson
NASBLA Executive Director

OK. No real news there. What does this have to do with NASBLA's strategic plan and recreational boating safety in general? It turns out, quite a lot. About three years ago, NASBLA set up its Homeland Security and Emergency Response Committee to lead efforts in finding federal funding to support initiatives state boating agencies were already taking toward our nation's homeland security objectives. Long before the attacks of 9/11, state marine patrols and boating and conservation officers were already at work protecting valuable waterfront assets and sensitive infrastructure. But the stakes got a lot higher in September 2001 as many state agencies were asked to ramp up their security detachments for the long haul.

A number of state boating agencies continue struggling to meet these new law enforcement challenges while at the same time trying to

maintain the same level of service for the boating public. Some of our members recognized the long-term consequences of this new reality, and our leadership set plans in motion to meet this need. As this edition of *Small Craft Advisory* goes to press, no fewer than five of the 20 primary objectives contained in the NASBLA strategic plan have to do with developing a source of new homeland security funding for the state boating agencies. We call it *Partners on the Water*, and we believe it maintains and builds upon the best elements of the successful recreational boating safety partnership we have long enjoyed with the U.S. Coast Guard.

If you think of each of the following strategic objectives as an individual strand in an anchor line, then it becomes clear how our "rope" gets stronger by weaving multiple objectives together toward a specific outcome.

First, by developing a comprehensive government affairs program and staffing our office in Washington, D.C., we gain invaluable proximity to key decision-makers that would not be possible otherwise. While proximity by itself does not automatically equate to access, that will come as we develop new staff in the Capitol to build and maintain relationships, better respond to critical information requests, and provide a day-to-day physical presence to further the interests of the association.

Second, we must continue to build and foster the development of strong coalitions of partners to advocate for the resources and policies we need as Boating Law Administrators. During the course of the last year alone, NASBLA has benefited tremendously from the initiatives our members have made in cultivating exciting new strategic alliances with other nationally recognized leaders in homeland security. Thanks to the concerted efforts and persistence of our heavy-lifters, including Homeland Security and Emergency Response Committee Chair Bill Engfer of Wisconsin and committee members Don Hollaway of Florida and John Fetterman of Maine, we are actively assembling a powerful

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Industrious Student Earns Scholarship



Cody D. Kanable, a student at the University of Wisconsin–Platteville, receives a \$1000 check from Roy Zellmer, board member of the Northern Association of Boating Administrators (NABA) and boating law administrator for Wisconsin.

Kanable is the 2006 recipient of a scholarship that NABA gives to an outstanding student from colleges and universities across the Northern states. Recipients must have a degree emphasis in a recreational boating safety-related field, such as law enforcement or criminal justice, natural resources/environmental science, education, public relations/marketing or journalism.

Envisioning a future career in law enforcement, Kanable is pursuing a degree in Criminal Justice. He plans to graduate in May 2008. In addition, he has worked for the Wisconsin Department of Natural Resources since July 2004. He has served as a Wisconsin Boating Safety Instructor since the spring of 2005. He has also participated in more than 80 ride-alongs to observe conservation warden duties.

Conference Planning Under Way

Friday is the new Sunday. That's one way to help remember the altered day plan of NASBLA's next annual fall conference. The 48th annual NASBLA Conference will be held September 5-10, 2007, in Burlington, Vermont. The days of this conference have been shifted slightly in that its opening ceremony is being held on Friday rather than on Sunday. Please note the schedule below.

Wednesday, Sept. 5
Thursday, Sept. 6
Friday, Sept. 7

New BLA Workshop
Executive Board
Committee Meetings, Opening Ceremony, President's Reception

Saturday, Sept. 8
Sunday, Sept. 9
Monday, Sept. 10

General Sessions
General Sessions, Breakouts, Off-site Event
General Sessions, Awards Banquet

from the HELM continued from page 1

coalition of interests to press our case for a new source of funding for the state boating agencies. Groups such as the National Terrorism Preparedness Institute (which funded the development of our new tactical boarding training program MLE-100), the Center for Asymmetric Warfare (which is creating a high-profile documentary video of our partners on the water) and the National Center for Maritime and Port Security (which will conduct a gap analysis of our port and waterway security needs) are all coalescing to make our proposal to Congress that much more effective. A little closer to home, but just as influential to our long-term success, the National Association of Conservation Law Enforcement Chiefs (NACLEC) has also indicated its willingness to join us in executing a memorandum of agreement to support our mutual strategic objectives.

Third, incorporating elements from both Objective 2.2 to develop national standards and Objective 2.3 to identify best management practices, NASBLA has the opportunity to cement its position not only as a recognized authority on recreational boating safety policies and issues but also as subject matter experts in waterway security. As our association and the expertise of its members continue to gain credibility with respect to homeland security functions, we simultaneously bolster and fortify our legitimacy in all aspects of boating safety and waterway management.

Finally, and to bring us back to the theme for this issue, NASBLA is aggressively pursuing a strategic objective to develop, maintain and implement a national training and certification program for marine enforcement officers and other boating professionals. We believe the potential for this initiative is far-reaching in terms of the relevance of the association, the capabilities of state boating agencies in general, and the professional development of the individual marine enforcement officer in particular. NASBLA has committed significant resources to the fulfillment of this key objective by creating a stand-alone Training and Certification Committee to take on the job of establishing a national training and credentialing program. One of the best ways to achieve the state-to-state uniformity (a hallmark of the association) is through the application of the highest quality training for our law enforcement officers and other professionals.

While no single objective in our strategic plan is more important than the others, timing is everything. You can expect to see an emphasis on these objectives as we strive to implement our strategic agenda beginning this year. We hope your new year is off to a great start, and we will be working hard to see that the next several years in boating safety will be even better. ■

NASBLA Welcomes New BLAs Aboard

The National Association of State Boating Law Administrators (NASBLA) welcomes many new members each year. Three of the most recent members are Lt. Cristopher Simmermon from New Jersey, Ed Underwood from Hawaii and Carol Havlik from Wyoming.

Lt. Cristopher Simmermon - New Jersey

A lifelong resident of New Jersey, Lt. Cristopher Simmermon is stationed at the State Police Headquarters in West Trenton, N.J. He's an avid boater and fisherman and may be spotted on the Delaware Bay in his 20' center console.



A lieutenant in the New Jersey State Police (NJSP) with 22 years of experience, Simmermon served as the Station Commander of the Atlantic City Marine Patrol Station. He is now the Executive Officer of the Marine Services Bureau. Traditionally the position is held by a ranking member of the NJSP Marine Services Bureau. Lt. Simmermon's involvement with operations, training, education and enforcement fit perfectly with the missions of the National Association of State Boating Law Administrators.

In discussing boating safety, Lt. Simmermon commented, "Failure to take due caution and operator error is the cause of most of our accidents and injuries." He added that victims have often failed to complete an approved boating safety course. To resolve this problem and help improve boating safety, New Jersey is requiring boaters to complete a boating safety course in order to operate a boat on state waters. Legislation is working in phases and will include all boaters by the year 2009.

On a larger scale, the New Jersey State Police is involved in a new outreach program to improve the safety and security for all who use and enjoy the waters of New Jersey. Called the Maritime Security Initiative (MSI), the security program encourages members of the waterfront community to assist law enforcement by identifying criminal and terrorist behaviors.



Ed Underwood - Hawaii

In November 2006, the Hawaii Department of Land and Natural Resources (DLNR) named Ed Underwood as the new administrator of its Division of Boating and Ocean Recreation (DOBOR). In this position, he serves as the state's boating law administrator.

Previously, Underwood served as assistant Oahu district manager for DOBOR, and most recently he was Oahu district manager for DLNR's Division of State Parks.

Underwood has held a captain's license with the U.S. Coast Guard for more than 15 years and has operated tugboats as well as large passenger vessels in Hawaii as well as in the state of Washington. He also owned and operated a successful marine sports business in Hawaii.

Underwood considers boater education a top priority in the quest to improve safety on Hawaii's waterways. The DLNR is working to bring awareness to the community about the importance of boating safety. In addition, the state agency is trying to implement regulations that mandate boater education.

An avid sportsman, Underwood enjoys surfing, fishing and recreational boating. He often goes boating in his 18' Parker runabout. He is also certified as a Professional Association of Diving Instructors (PADI) scuba diver.

Underwood received his bachelor of arts degree in interpersonal communications from the University of Hawaii in 1985.



Carol Havlik - Wyoming

Originally from Kansas, Carol Havlik has lived in Wyoming for the past 25 years. She enjoys boating and has owned various recreational boats in the past. In addition to motorboating, she has done some white-water canoeing and sea kayaking.

Havlik entered the boating enforcement arena by serving as a wildlife technician for three summers in Wyoming. Then she worked as a game warden for about 11 years in Medicine Bow. As a game warden, she was responsible for boating enforcement on the lakes and reservoirs within her warden district. She became Wyoming's boating law administrator in July 2006.

Havlik views life jacket compliance as one of the most pressing safety needs in Wyoming. "Life jacket violations (improper size, not enough, not USCG-approved) are consistently some of our most common violations. Now that there are more comfortable life jackets available, I'd like to see people wear them," said Havlik. "I do not foresee Wyoming passing a mandatory child life jacket wear law in the near future. It is important to convince the parents of the need for the child to wear a life jacket."

For the last 12 years, the Wyoming Game & Fish Department has been dedicating more effort toward boating under the influence education and enforcement. "I would like to continue these efforts. But I would also like to experiment with new and creative ways to educate people about the consequences of boating while drinking." ■

Operating Under the Influence Ends Lives

By Edwin Lyngar, Nevada Department of Wildlife

Marissa Armijo probably loved to be towed up and down Lake Mohave, a reservoir in the Colorado River System just South of Las Vegas. No doubt she enjoyed spending time with her family and friends, as a 15-year-old student at the local high school, she reportedly had very many. The world was limitless as she explored the world around her until her last day on earth on Sept. 4, 2005 when she was struck and killed by a drunken boater with a blood alcohol level of .19 – more than twice the legal limit.

“It is a real tragedy,” said Emmett Kersey, Marissa’s grandfather while attending an operating under the influence (OUI) checkpoint on August 22, 2006, almost a full year after the fatal accident. Officers from the Nevada Department of Wildlife (NDOW), Arizona Game and Fish, and the National Park Service dedicated the checkpoint to Armijo in hopes of bringing something positive out of the tragedy.

Visibly emotional, Kersey could hardly say anything at all at the checkpoint except to thank all the officers present for their time and attention to the serious matter



Officers check boats and suspected drunken boaters at an operating under the influence (OUI) checkpoint on Lake Mohave. Held on August 22, 2006, the checkpoint was dedicated to the memory of a teenager that had been killed by a drunken boater the previous year. Photos courtesy NDOW

of drunk boating. He also asked that all the officers present show support at the sentencing of Marissa’s killer, ironically scheduled only a week after the OUI checkpoint.

The day of the accident, Marissa was being towed behind her boat when Jose Luis Huerta, 34, of Mexico zipped around the bow of the boat in a personal watercraft (PWC) and ran directly over Marissa, sending her to the Las Vegas trauma center with broken bones and severe head injuries. Marissa was removed from life support and died three days later. Huerta was unaware of the tragedy he had caused, according to Mike Maynard, NDOW game warden and investigating officer of the accident. “He sat there on the PWC without realizing what he had done,” said Maynard.

The swiftness, violence and senselessness of the accident disturbed even veteran officers who witness the daily chaos of the Colorado River System. “This was an emotional case for our officers,” said Fred Messmann, Nevada’s boating law administrator. “(Kersey) called to thank me for our efforts a couple weeks after the accident, and I had to tell him that it felt like we didn’t do enough – his granddaughter is dead. People who drink and boat just don’t get it.”

Even though Messmann maintains that more could have been done, the legal proceedings following the accident were swift. Huerta was sentenced to 5-20 years in prison for operating a vessel under the influence, causing a fatality and ordered to pay \$3,300 in restitution. Messmann credits the swift justice in this case to the family’s involvement.

“We always encourage people to work with the victim’s impact program through the Clark County (Las Vegas) District Attorney’s office,” said Messmann. “It is far more important for families to be there than it is for (police officers) to show up.”

According to the Mohave Daily News, Armijo’s mother, Nannette Maynes, made the most emotional argument for justice during the sentencing, eliciting tears even from the other prisoners in court. “How can I put into words the sight of her bloody face, broken bone protruding through her arm and lifeless body laying in the bottom of my dad’s boat? How can I put into words, her laying on the beach with the life flight crew working over her and loading her in the helicopter while we stood helplessly by? ...the anguish of watching Marissa’s life slip away after life support was taken off of her and holding her last heart beat in the palm of my hand...How can I put into words, the prayers to God that he would take my life too because I know I would never be able to go on in this life without her?” Maynes asked the courtroom.

Despite the prison time handed down in this case, nothing can bring back Marissa, said some members of the family. There is no amount of prison time, no fine and no remedy on the planet than can make up for the loss of a young life. ■



Game Warden Mike McCusker checks a boater for OUI at Lake Mohave; the boater was not one of the three found to be OUI during the checkpoint.

Cal Boating Expands Accident Investigation Course

By Mary Thomas, Enforcement Training Coordinator

The California Department of Boating and Waterways is expanding its Marine Law Enforcement Training Program by developing a 40-hour Advanced Accident Investigation Course.

“There were 800 recreational boating accidents in California in 2005,” said Raynor Tsuneyoshi, director of the California Department of Boating and Waterways and California’s boating law administrator. “Understanding how accidents are happening helps us address our education and enforcement efforts accordingly.”

A major element of the course will be a state-of-the-art 3-D animation software package. The software will help reconstruct various crash scenarios that could not be safely demonstrated by live officers.

“The 3-D animation allows instructors to enter details of an accident including speed, type of vessel, environmental effects such as water and wind conditions, and adjust the yaw, roll and pitch based on the investigator’s evidence data. Using all these factors, the system will re-create that exact accident,” explained Mary Thomas, who coordinates Cal Boating’s Enforcement Training Program. “That allows officers to see what an accident of that nature looks like so they will recognize it when they see it in person.”

Other subject matter topics include elements of an investigation, physical reconstruction, evidence identification and processing, kinetic energy, purpose and uses of a CAD system, actual vessel collisions and examinations, operational law violation elements in criminal cases and a mock trial.

“Every tool we can use to make the training more thorough benefits the boating public,” Tsuneyoshi said. “We are looking forward to hearing from the officers in the pilot course to see what they think of it.” The curriculum has been submitted to the Commission on California Peace Officer Standards and Training for certification. The pilot course is scheduled for March 2007 in Northern California.

For further information on California’s Law Enforcement Training Program, visit www.dbw.ca.gov.

Editor’s Note: While this training is currently not open to officers outside of California, the Training and Certification Committee, recently created by the National Association of State Boating Law Administrators, will be examining ways to offer advanced accident investigation training regionally. ■



Boating accidents often have a variety of contributing factors, which accident investigators must uncover and sift through to determine how and why an accident occurred. Photos courtesy Cal Boating

Cal Boating currently offers a basic boating accident investigation course that is designed for its officers who have been on marine patrol for at least one year. The advanced course will cater to officers who have taken the basic course and need further specialized training in boating accident investigation and reconstruction.



Deputy Rick Rutherford, a boating safety instructor for Cal Boating, reviews specific collision evidence during a Basic Investigation class at Lake Tulloch. Cal Boating will soon offer these officers a one-week advanced course featuring greater depth of detail and realism.



Deputy Phil Ross demonstrates a common accident scenario for a Cal Boating Basic Investigation Course at Lake Tulloch.

Iowa's Seasonal Patrol Officer Program

A UNIQUE OPPORTUNITY AND A VALUABLE RESOURCE

By Joli Vollers, Conservation Officer/Training Coordinator

Iowa's recreating public, its resources, and the state's conservation agency have all been served well for decades by a unique enforcement program. Each summer, college students aspiring to enter careers in natural resources law enforcement "test the waters" as seasonal patrol officers (SPOs) for the Iowa Department of Natural Resources Law Enforcement Bureau. These temporary peace officers

assigned per county in the state, this added law enforcement presence may enable a local officer to concentrate on problem areas (such as boating while intoxicated enforcement) and fully develop complex resource violation cases. In the last two years, SPOs have been involved in life-saving rescues as well as numerous safety equipment and nuisance species education checkpoints.

Most notably, the seasonal patrol officer program began as a group of "Waters Aides" that were hired to assist with navigation enforcement. By the end of the 2001 summer season, the name was changed from "Waters Aide" to "Water Patrol Officer" (WPO). This was done in the interest of using a more descriptive term for ease of officer introductions and public understanding. In the spring of 2004 the ATV Patrol Officer (ATVPO) position was added, and in the fall of 2004 the Snowmobile Patrol Officer position was added. (However, the snowmobile positions were later removed, as Iowa does not have a predictable, constant supply of snow to keep the officers active solely with this type of enforcement; additional ATV positions have instead been added and are becoming a more year-round necessity).



College students pursuing careers in natural resources law enforcement gain hands-on knowledge through the Iowa Department of Natural Resources' Seasonal Patrol Officer program.

Photos courtesy Iowa DNR

provide thousands of hours of service on the water, along the shores of Iowa's busiest waterways and, most recently, on the trails of the state's ATV parks.

While programs that utilize temporary, volunteer, deputy or reserve officer assistance have long been part of recreation safety in many states, Iowa's program is unique in the amount of participant responsibility, department expectations,

and invaluable future career experience gained over the course of a season. The training program has also provided a base for future officers, as many of the conservation officers hired in the past 20 years have worked as SPOs. While not all SPOs join Iowa's ranks of conservation officers, many have been hired as officers in other states, become troopers, deputies, park rangers, or biologists.

In 2006 alone, Iowa's SPOs provided over 25,000 hours of enforcement, education and emergency response. With less than one conservation officer

assigned per county in the state, this added law enforcement presence may enable a local officer to concentrate on problem areas (such as boating while intoxicated enforcement) and fully develop complex resource violation cases. In the last two years, SPOs have been involved in life-saving rescues as well as numerous safety equipment and nuisance species education checkpoints.

Seasonal patrol officers are sworn in under Iowa Code as temporary law enforcement officers. Although their enforcement powers are limited primarily to fish and game, navigation, ATV and snowmobile, trespass, and parks codes, as state law enforcement officers, these are positions of high responsibility. The duties are diverse and include patrolling by vessel or vehicle, ensuring a safe recreational environment for the public, and providing assistance and safety education through personal contacts and participation in the Department's educational programs.

The SPO's specific focus depends on which position they work. For example, WPOs check for compliance with Iowa's navigation and fishing regulations by working Iowa's lakes, rivers and shores by boat and foot; ATVPOs typically spend most of their time on machines patrolling the state's developing ATV parks system.

Often, the SPO is the first responder to the scene of an accident. When not patrolling, SPOs must maintain their issued patrol vessels or machines and equipment. A final component of the job is the completion of required administrative duties (such as filing activity reports, writing case information, filling out timesheets, filing citations and maintaining usage records). This type of activity is usually done at the patrol station; in some areas that station may be on the water's edge; in others, it may be where the issued patrol boats or ATVs are stored.

SPOs have two days off per week. The exact schedule varies by location and is assigned by the district supervisor, but all work when the activity is likely to be the busiest – weekends, holidays, evenings and late nights. When possible, SPOs patrol with other seasonals or with conservation officers. However, like the full-time conservation officer, the SPOs often work alone. Some have lodging quarters available on-site at their duty quarters. Others must find housing in relative close proximity to their assigned areas.

In addition to boats or ATVs, seasonal officers are issued the necessary safety equipment to perform their duties, including binoculars, citation books, Code Books, as well as a radio and cell phone for communicating with other DNR officers, other law enforcement agencies, and the public. Officer equipment issued includes uniform shirts and hats, safety gear such as a personal flotation device or helmet, protective gloves, handcuffs and pepper spray.

To prepare the SPO to work effectively with the public and to protect themselves, they take part in over 50 hours of formal training. This training includes an intense and demanding introduction to defensive tactics and tools, communications, administrative responsibilities, and understanding, interpreting, and enforcing the Code of Iowa relating to natural resources and recreation.



Seasonal patrol officers are sworn in accordance with Iowa Code as temporary law enforcement officers. An SPO's duties are diverse and include patrolling by vessel or vehicle, ensuring a safe recreational environment for the public, and providing assistance and safety education.

Over the years this training has evolved from classroom orientation led by district supervisors to a hands-on learning experience that is largely led by field conservation officer-instructors (most of whom served as SPOs themselves). Although the training is still staff-supervised, this permits the district supervisors to work in their own areas as well as affords the conservation officers the opportunity to work with SPOs they may work alongside during the season.

Defensive tactics (DT) were added in 1992 in District I by Conservation Officer and DT Instructor Joli Vollers, a former water aide who saw the need for personal safety training and awareness for SPOs. With support from District Supervisor Denny Phillips, that training expanded to all new SPOs in 1993; in 1994 training updates for returning SPOs were added as well; all being led by the Law Enforcement Bureau's DT instructor corps. In 1999 the training was expanded to its current format of general introductory law enforcement, DNR administration, dealing with the public, machine & tools operation, and enforcement & interpretation of the Code. In 2006, the Bureau's ATV instructor/trainers expanded and formalized the ATVPO training to include tactical operations. All aspects of SPO training are constantly updated, evaluated, revised, and improved to reflect additional/changing responsibilities and tactics.



For SPOs to work effectively with the public and to protect themselves, they take part in more than 50 hours of formal training, including defensive tactics and tools.

Iowa's Seasonal Patrol Officer program and those who serve are valued assets to the Bureau, the resources, and the recreating public. ■

SURVIVAL

By Kimberly Hermes

in the Water

The ability to swim is an obvious prerequisite for serving as a water patrol officer. However, it is equally important that the officer be *willing* to take the plunge into the water whenever needed. Boating officers often need to jump in at a moment's notice to save a flailing boater or to apprehend a resistant perpetrator. Once in the water, the officer must be able to function effectively.

Most folks who swim do so as a recreational activity and wear lightweight swimsuits. However, when an officer goes in the water on duty, it's in full uniform with boots and duty gear, including duty belt, pistol, ammunition, handcuffs, baton, radio and flashlight. All that gear adds 20 to 30 pounds or more, significantly affecting a person's buoyancy, which then affects an officer's ability to swim and maneuver.

Lt. Tim Carleton and Officer Shane Carrier with the Kentucky Department of Fish & Wildlife Resources (KDFWR) attended a RedMan Water Safety/Survival Course in West Palm Beach. The Level I Instructor Course was developed by Dave Young, director of training for RedMan Training Gear.

According to records from Uniform Crime Report, and other respected sources, since 1942 all but approximately eight states have had officers die from water-related conditions. These conditions range from pools and ponds to canals,

lakes, streams, rivers and oceans. Despite the risk to officers, there are no mandatory training requirements for officers who must perform their duties in water-related areas. The RedMan course was created to provide these officers an opportunity to learn how to survive in water areas.

After learning and practicing various water survival tactics in the weeklong RedMan course, the two KDFWR officers developed a student-level water-survival course in

order to share their newfound knowledge and skills with their fellow officers. In addition to teaching the skills necessary to handle water encounters more proficiently, the training boosts the officers' confidence, making them more effective in their job.



Officers who patrol on or near water will most likely find themselves in the water at some point. It's imperative that these officers be trained to survive water conditions. Photo courtesy KDFWR

The Kentucky officers tested their course on four cadet classes to discover any changes that needed to be made. After working out some safety and equipment issues, they submitted the course for approval. The course was certified through the Kentucky Law Enforcement Council.

Lt. Carleton and Officer Carrier began training veteran KDFWR officers. The officers who have completed the course feel that all officers would benefit from such training.

"The potential for using this training exists every day," said Officer Greg Urie, who's been with the KDFWR for more than three years. "You never know what you'll encounter on patrol."

The course shows officers firsthand the limitations imposed by the water environment and how to overcome them, helping the officers approach such situations with confidence. While the training addresses more than basic swimming, these skills are a major factor throughout the weeklong course.

One of the first exercises for the students is to enter the water wearing their uniforms, boots and all other assigned duty gear. This lets them experience firsthand the weight added by their waterlogged clothing and equipment and the subsequent impact on their buoyancy. It's imperative that the officers be able to swim and tread water with this extra weight. The instructors also demonstrate swim strokes and kicks, falls and shallow water entries. The students practice treading water, keeping their heads above

water, keeping their bodies upright, and controlling their buoyancy.

The focus of the course is to teach officers how to survive in water conditions. Not only does this involve saving themselves from drowning, but it also addresses how to deal with perpetrators in the water. The officers learn how to succeed in water confrontations by using defensive tactics, such as how to take a perpetrator into the water to gain control, ways to subdue a combative subject, how to free oneself from a perpetrator, and so forth.

In many states, including Kentucky, it's considered a deadly situation when an officer is in the water; therefore, the officer is allowed to use deadly force. The course developed by Lt. Carleton and Officer Carrier involves simulating scenarios for the students to practice both with and without their weapons. Although guns will work in the water, water will cause damage to the duty guns. During the course, training tools are used instead.

One effective way to regain control of a combative situation is for an officer to take a subject into the water. Caught off guard, the subject will most likely panic and focus on trying to survive rather than attacking the officer. In addition, the subject most likely will not be trained to fight in the water.



An effective way to take control of a highly charged situation on or near the water is to take a perpetrator into the water. The element of surprise paired with an officer's training will give the officer the advantage. Staff photo



Officers with the Kentucky Department of Fish & Wildlife Resources have developed a student-level water survival course. In addition to basic swimming skills, the course teaches officers various ways to subdue combative subjects in the water. Staff photo

To train officers how to take subjects into the water, Lt. Carleton and Officer Carrier first demonstrate the various methods of entry to the class, including holds and various angles of entry. Next, the instructors play the part of the perpetrator and let the students take them in the water. Students are encouraged to treat each practice entry as real, from initiating the hold and protecting his or her weapon, to maneuvering the water entry so the perpetrator goes in first, and training a weapon on the perpetrator when he or she resurfaces. Simulating the maneuvers as realistically as possible reinforces the training and gives the officers experience to draw on whenever they are faced with such situations in real life.

Sometimes a perpetrator will remain combative even after entering the water. The course instructors show students various countermeasures to use both to protect themselves and to subdue the subject. Such tactics include engaging in hand-to-hand combat, using intermediate weapons such as batons, and handcuffing the subject while in the water.

"We took a boating class recently. The class didn't so much teach us boating handling in an obstacle course. Rather, it showed us what we and our boats are capable of," said Officer Kenny Kemp. "I believe this course was designed for the same purpose – to show us we can take control of a situation, and that we're not going to drown if we have to go in."

That's exactly what Lt. Carleton and Officer Carrier hope that all officers will take with them from the training – the knowledge *and confidence* that they can prevail in situations that require them to function in the water.

The KDFWR officers explained that water survival training is inexpensive to conduct. The most costly pieces of equipment are the Redman helmet and chest protector. To ensure the safety of the students, Officer Carrier said they limit each class to 12 officers. They also have four safety officers on hand throughout the training.

For more information about the Water Survival course developed by Lt. Tim Carleton and Officer Shane Carrier, contact the Kentucky Department of Fish and Wildlife Resources at 502.564.3176.

Editor's Note: The new Training & Certification Committee established by the National Association of State Boating Law Administrators is exploring ways to offer water survival training to boating law enforcement officers across the country. ■

Enhances Training Opportunities

By Kimberly Hermes

As an important element of its recent strategic development, the National Association of State Boating Law Administrators (NASBLA) is exploring ways to establish a national training and certification program for marine enforcement officers and other boating professionals. To achieve this objective, the organization has created a new policy committee – the Training and Certification Committee.

“A national training and certification program will present widespread opportunities for our association, as well as for state boating agencies and the individual marine enforcement officer,” said NASBLA Executive Director John Johnson. “In addition to enhancing and expanding our current courses, we plan to explore additional training opportunities that we can provide for boating professionals.”

Chaired by Fred Messmann, the boating law administrator for Nevada, the committee is charged with various training-related tasks this year. For example, the committee will be working with the U.S. Coast Guard to coordinate the development of the Marine Patrol Officers Course. In addition, the new committee will be developing professional training course and instructor qualification standards and working with NASBLA’s Law Enforcement Committee to develop an officer training course focusing on navigation rules violations.

The Training and Certification Committee will also coordinate NASBLA’s current course offerings: the Comprehensive and Advanced Boating Accident Investigation seminars and the Boating Under the Influence Detection and Enforcement seminars.

Training for Boat Accident Investigators

With grant assistance from the U.S. Coast Guard, the National Association of State Boating Law Administrators (NASBLA) has been offering boating accident investigation seminars since 1988. While the course enjoyed a great deal of success, NASBLA opted to revamp the entire course in 2002. The resulting National Recreational Boating Safety Boating Accident Investigation Seminars series continues receiving high marks from officers across the country.

Darren Rider, a boating investigator with the Tennessee Wildlife Resources Agency, is a good reference for comparing the original training with the updated course. He first attended NASBLA’s accident investigation course in 1991 and returned for a refresher 10 years later. He then attended the updated course in 2002. With his experience with the course, it was obvious to him that it had been significantly changed – for the better.

“The course is outstanding,” said Rider. “The people who complete this training receive a solid foundation to work from in conducting boating accident investigations. They’ll have more confidence in conducting investigations because they’ll have a better background.”



The National Association of State Boating Law Administrators has been offering accident investigation courses since 1988. Staff photos

NASBLA offers two levels of training in boating accident investigation – the 37-hour comprehensive course and the 35-hour advanced course. Each level of training provides law enforcement officers with the tools needed to investigate boat accidents accurately and effectively. The comprehensive course is the first level of training and offers students a thorough study in accident investigation. The advanced course focuses on accident reconstruction.

This year NASBLA is conducting five comprehensive seminars, one advanced seminar and four seminars to be held in conjunction with the Marine Patrol Officer Training courses. The dates and locations for the comprehensive seminars are as follows:

January 8-12	Long Beach, California
February 12-16	Dallas, Texas
March 12-16	Concord, North Carolina
April 16-20	Syracuse, New York
May 14-18	Minneapolis, Minnesota

The accident investigation seminar is intended for active local, state or federal marine law enforcement officers who are already versed in boating enforcement but who lack technical accident investigation training. Officers should be active recreational boating accident investigators or their supervisors. The course content and training aids given in the seminar make it especially appropriate for boating law enforcement training personnel. The seminar is also recommended for supervisory personnel.

Because of their training, these federal, state and local law enforcement officers provide detailed and accurate data to the states, the Coast Guard and others to determine accident causes and trends, design problems that lead to safety defects, equipment use and human error statistics.

Registration is typically limited to 60 attendees per seminar, so be sure to apply early. Visit www.nasbla.org for more information and to register for a seminar.

Deterring Boating Under the Influence

In 2004 NASBLA began offering another type of training geared toward marine law enforcement officers – the Boating Under the Influence (BUI) Detection and Enforcement seminars.

The nonprofit organization developed the training as a way to help combat the rise of alcohol-related accidents and fatalities on the nation's waterways. Statistics from the U.S. Coast Guard show that the percentage of boating accidents, injuries and fatalities caused by alcohol – those in which alcohol was reported as a contributing factor – has steadily risen over the past five years.

Along with promoting greater awareness of the dangers of “drinking and boating,” NASBLA believes that the best way to reduce boating under the influence is to strengthen law enforcement capabilities on the water. With that in mind, NASBLA developed the BUI training seminars. The first series of the new training was held in early 2004.

NASBLA's Boating Under the Influence Enforcement Training is a 24-hour seminar. It covers detection and general deterrence, legal considerations, note taking and testimony, detection phases, the administration and evaluation of standardized field sobriety tests (afloat and ashore), evaluation of volunteer drinking subjects, processing the arrested subject, preparation for trial, and logistical planning. The training also includes a live alcohol workshop

NASBLA is conducting four Boating Under the Influence Detection and Enforcement seminars, this year. The dates and locations for the seminars are as follows:

February 12-14	Salt Lake City, Utah
March 28-30	Roscommon, Michigan
April 10-12	Helena, Montana
April 30-May 2	Indianapolis, Indiana

In addition, a train-the-trainer course will be held in Tennessee this June. At the time this article went to press, final details were still pending. Contact the National Association of State Boating Law Administrators at 859.225.9487 or www.nasbla.org for further details.

The BUI seminar is intended for active local, state or federal marine law enforcement officers. Registration is typically limited to 32 attendees per seminar, so be sure to apply early. Visit www.nasbla.org for more information and to register for a seminar.

Training Opportunities to be Expanded

In addition to these established training seminars, NASBLA's new Training and Certification Committee will be exploring other professional development opportunities to offer to boating professionals. In particular, the nonprofit organization will look into offering water survival training (for more information, see “Survival in the Water” on pp. 8-9). Additionally, NASBLA plans to expand its accident investigation training to offer the advanced course regionally. Training opportunities will be announced in *Small Craft Advisory* as well as posted online at www.nasbla.org. ■



NASBLA began offering its Boating Under the Influence Detection and Enforcement training in 2004.

Do You Know an Environmental Leader?

The BoatU.S. Foundation seeks to honor those who have made a significant contribution toward advancing clean boating and educating boaters on minimizing their environmental impact with a new Environmental Leadership Award. Now is the time to submit your nomination to recognize a group, organization, company, marina or individual. The deadline for nominations is February 15, 2007. The award includes \$500 for the continued support of the winner's environmental efforts.

The Foundation has a long history of working with local organizations throughout the country to help bring environmental messages directly to boaters. This Environmental Leadership Award aims to recognize those who complement our efforts by making a difference in promoting environmentally responsible boating in their community.

Applications and information about the award can be found online at www.BoatUS.com/foundation/EnviroAward, or contact Susan Shingledecker, Environmental Program Manager with the BoatU.S. Foundation, at SShingledecker@BoatUS.com or 703.461.2878, ext. 8358.

Boaters Reminded Not to Operate 121.5/243 MHz Rescue Beacons

The Coast Guard reminds all boaters that beginning January 1, 2007, both 121.5 and 243 MHz Emergency Position Indicating Radio Beacons (EPIRBs) are prohibited from use in both commercial and recreational watercraft. Boaters wishing to have an emergency rescue beacon aboard their vessel must have a digital 406 MHz model.

The January 1, 2007, date to stop using 121.5 MHz EPIRBs is in preparation for February 1, 2009, when satellite processing of distress signals from all 121.5/243 MHz

beacons will terminate. Following this termination date, only the 406 MHz beacons will be detected by the International Cospas-Sarsat Satellite System which provides distress alert and location data for search and rescue operations around the world.

The regulation applies to all Class A, B, and S 121.5/243 MHz EPIRBs. It does not affect 121.5/243 MHz man-overboard devices which are designed to work directly with a base alerting unit only and not with the satellite system.

Connecticut Implements New Personal Watercraft Regulations

On October 1, 2006, new legislation (Public Act 06-76) went into effect in Connecticut prohibiting a passenger from riding in front of the operator of a personal watercraft (PWC). In addition, it prohibits any passenger from riding on a PWC behind the operator unless the passenger is can securely hold on to the operator or the watercraft's handholds and keep both feet on the personal watercraft's deck to maintain balance while under way. Violators can be fined \$60 to \$250.



“Children in particular will benefit from this new legislation,” said Tom Morrissey, chief of the Connecticut Department of Environmental Protection's Bureau of Outdoor Recreation. “When permitted to ride in front of an operator on a personal watercraft, children often become injured during a collision or when encountering a large wave. In addition, in many cases, children lack the physical height and strength needed to safely ride on a personal watercraft. When riding on the back of a personal watercraft, small children can easily lose their grip on the person in front of them or the handholds, especially if their feet are not long enough to be firmly planted on the deck of the personal watercraft.”

Hurricane Symposium Planned for March 1-2, 2007

The Boat Owners Association of the United States (BoatU.S.), in conjunction with the Marine Industries Association of Florida and the Marine Industries Association of South Florida, will hold the Marina Hurricane Preparation Symposium on March 1-2, 2007, at the Rosen Plaza Hotel in Orlando, Fla.

The conference aims to help public and private boating facilities minimize chances of hurricane storm damage. Participants will learn successful storm preparation tactics from other marina operators, exchange ideas, hear how to reinforce their facility and develop a written hurricane plan. New storm-preparation products from a variety of vendors will also be on display.

“The levels of devastation we've seen in the past few hurricane seasons can't be repeated,” said Margaret Podlich, vice president of government affairs for BoatU.S. “We saw a real need to gather owners of marine facilities together; the future of boating in many areas depends on all of us in the marine industry working together to find solutions.”

Marina and boat club operators will also learn what they can legally do to prepare boats in their facility under new Florida law, which became effective July 2006.

Registration for the day and a half conference is \$200. The fee includes lunch, a reception and all conference materials. Discounts are available for additional staff from the same facility.

New York State Parks Honored for Boating Safety Efforts

On Sept. 8, 2006, the New York State Office of Parks, Recreation and Historic Preservation was commended by both State Assemblyman Thomas P. DiNapoli and the National Safe Boating Council for its devotion to boating safety.

New York is a national leader in recreational boating safety, dramatically reducing the number of accidents and fatalities over the last decade. In 2005, there were 219 reported accidents and 15 fatalities compared to 1995 with 291 accidents and 31 fatalities. While the national boating fatality rate has fallen to 5.4 fatalities per 100,000 registered boats, New York has dropped to 2.9 fatalities per 100,000.

Since 1995, Governor George E. Pataki has signed legislation to require personal watercraft education, toughen boating-while-intoxicated laws, strengthen vessel emission statutes, improve mandatory life jacket wear requirements, and provide increased state assistance for boating navigation enforcement. New York ranks among the leaders nationally in the number of registered vessels, with more than 510,000.

"I commend the New York State Office of Parks, Recreation and Historic Preservation and Nassau County for their outstanding efforts regarding boating safety," said Assemblyman DiNapoli. "Their combined work and our legislative initiatives, including the recently-passed stiffer penalties for boating while intoxicated, ensure safer boating on New York's waterways."

Virgil Chambers, executive director of the National Safe Boating Council, presented the New York State Office of Parks, Recreation and Historic Preservation with the Council's Pillar of Support Award. Commissioner Bernadette Castro accepted the award on behalf of the state agency.



Virgil Chambers, executive director of the National Safe Boating Council, praises the New York State Office of Parks, Recreation and Historic Preservation for its efforts to promote boating safety. Photo courtesy New York State Office of Parks, Recreation and Historic Preservation

"Together, the National Safe Boating Council and the United States Coast Guard Office of Boating Safety join in honoring New York State with the Pillar of Support Award," said Chambers. "This award recognizes organizations that have contributed to the foundation of our national campaign encouraging life jacket use. The support that we have received from New York and its public outreach efforts have been instrumental in promoting awareness of this important safety message."

Mandatory PFD Wear to Make Boating Safer in Virgin Islands

To improve boating safety, the U.S. Virgin Islands legislature has passed a bill requiring everyone on board a vessel to wear a life jacket. This takes the previous requirement – to carry a life jacket on board for every person – one step further. There is no distinction made between recreational, charter, and commercial vessels. The law went into effect September 2006.

In addition, children under age 17 must now wear a Type I or Type II life jacket when on a recreational boat being operated. Previously, children were allowed to wear Type III life jackets, which are generally more comfortable. Moreover, children age 18 and under must complete boating education to operate a motorboat. Since the U.S. Virgin Islands has not implemented a program to teach youth boating safety, enforcement of the education portion of the law has been delayed.

The new law also mandates that recreational vessels have one Type IV personal flotation device in addition to the total wearable life jackets required.

ABYC Offers Numerous Certifications, Seminars for 2007

The American Boat & Yacht Council (ABYC), a leader in technical workforce training, education and certification programs for marine industry, will be holding a record number of certification and seminar courses in 2007. ABYC has released its 2007

schedule. The education calendar and detailed descriptions of the courses are available online at www.abycinc.org.

“We are holding more classes than ever before in 2007,” said ABYC Education Director Mike New. “ABYC is making a concerted effort to schedule our courses regionally across the country. We will be testing out a number of new locations in response to the ever-increasing demand for ABYC certifications by the marine technical workforce.”

In addition to scheduled training, ABYC also offers flat rate, on-site training courses, seminars and custom tailored technical education and training offerings that can be hosted at any location upon request – both nationally and internationally.

Registration information and course descriptions can be found at www.abycinc.org. To host an ABYC course, contact the ABYC Education Department at 410.990.4460.

New Exhibit Developed to Educate Families on Boating, Fishing

The National Marine Manufacturers Association (NMMA) has expanded its promotional partnership with the Recreational Boating & Fishing Foundation (RBFF) to create a new feature exhibit for some of its consumer boat and sportshows. Dubbed the Take Me Fishing Center, the exhibit is an educational and entertaining interactive information center to promote freshwater, saltwater and fly fishing depending on the market of each show.

Take Me Fishing Centers are being unveiled at six NMMA boat and sportshows in 2007: San Diego Boat Show, Atlanta Boat Show, New Orleans Boat Show, Chicago Boat, RV & Outdoors Show, Louisville Boat, RV & Sportshow, and the Des Moines Sportshow.

“We’re excited to join RBFF to bring a fun and interactive experience to boat show attendees,” said Ben Wold, executive vice president for the NMMA. “What better

venue to introduce families to fishing and boating, and the wonderful lifestyle it has to offer, than NMMA boat and sportshows.”

A key educational component of the Take Me Fishing Centers will be guidance and instruction from on-site fishing experts on everything from equipment and water access to tips and skills. In addition, attendees will have an opportunity to get involved in the “Anglers Legacy” program.



The Center’s display area will feature video monitors highlighting the fishing and boating lifestyle and new product information as well as interactive kiosks that will identify fish types, local activities, clubs, fishing-related opportunities and information on aquatic stewardship.

For more information on NMMA boat and sports shows, as well as the Take Me Fishing Centers, contact Kelly Kaylor at kkaylor@nmma.org or 312.946.6262.

Study Tests Boat Motion Effects on Cancer Patients

The calming effects of the rocking motion of boats are being studied in breast cancer patients in Connecticut.

The study, approved by the University of Connecticut Health Center, is specifically studying whether the rocking motion of boats can help alleviate stress in women with Stage III breast cancer.

“Wave motion is both a motion and a cellular memory, and it works by recalling a time before birth when there was no stress,” said Carline Lutynski, a breast cancer survivor and program director for the study. “This is a very light form of conditioning, by helping a person to remember a very calming time of their life, a very secure and carefree time.”

The initial study was conducted Sept. 25, 2006, at Pilots Point Marina in Westbrook, Conn. Sixteen women, all with Stage III breast cancer, participated in the research. The study was free for participants and involved spending an hour on a boat, in a reclined position, to experience the naturally occurring wave motion.

Participants were asked to complete questionnaires before and after the session to monitor their stress levels and determine if there were any changes.

Lutynski said Del Function, a nonprofit organization sponsoring the study, received a \$2,000 grant for the daylong project. The money, she said, came from a corporate donor in the New Haven, Conn. area who wished to remain anonymous.

The study, Lutynski said, could run for five years. In later sessions, some participants also will receive massage therapy so researchers can compare the effects of massage and wave motion therapy.

The study is open to women 21 or older with stage III breast cancer who are ambulatory, willing to answer survey questions, and able to tolerate massage therapy and blood work.

For more information, contact Carline Lutynski at 860.889.3424.

PWCs Lead New-boat Sales

New-boat sales rebounded in October, led by a 43 percent increase in personal watercraft (PWC) sales, according to preliminary data compiled by Statistical Surveys.

Preliminary registration data for October, based on early reporting states, showed an 8 percent increase for all fiberglass boats, while aluminum sales were up a slight 0.8 percent. The report is based on 25 states, which comprise 51 percent of the U.S. market, including California, Florida, Michigan and Texas.

“October boat sales, while not great, with the exception of PWCs, were encouraging,” said Dick DuMont of Statistical Surveys. “Hopefully, the balance of the year will see sales volumes start to recover from a slow 2006.”

In addition to the October increase, PWC sales for January to October are up 2.4 percent.

Fiberglass boats, 15 to 30 feet, were up a slight 0.5 percent. However, for 10 months of 2006, sales are still down by 6 percent.

Alaska Producing Video to Warn Boaters About Risks of Cold Water Immersion

From Alaska Office of Boating Safety

The wintertime and early spring can be a great time to enjoy boating. Fewer boats on the water allow anglers to work their favorite holes undisturbed, and the lack of crowds allows for that feeling of splendid isolation. But with these rewards comes an increased risk of a boating fatality in the event of an accident.

“Most winter boaters are aware that boating on cold water poses a greater risk than boating on warm water, but few understand the degree of that risk,” says Jeff Hoedt, chief of the U.S. Coast Guard’s Office of Boating Safety. Without a life jacket, a victim experiencing sudden immersion may inhale while under water (involuntary gasping reflex) and drown

without coming back to the surface. This can only be prevented by wearing a life jacket at all times.

In addition, because fewer boaters are on the water, the likelihood of a prompt rescue is greatly reduced so boaters must be as self-sufficient as possible. Perhaps no group of boaters is more aware of this risk than Alaskans, who travel on frigid waters year-round. In fact, cold water immersion is the top threat to Alaska’s boaters. With a boating accident fatality rate that consistently ranks among the highest in the nation, Alaska’s Office of Boating Safety recognized the need for an effort to counter that dubious distinction. A new educational video, *Cold Water Boating*, aimed at helping boaters identify, and prepare for the risks and prevent a possible cold water emergency, is the result.



To help boaters identify the risks of cold water and prepare for possible emergencies, the Alaska Office of Boating Safety is developing a video called Cold Water Boating. Shown above, a volunteer entering the cold water illustrates the involuntary gasp reflex. Photo courtesy Alaska Office of Boating Safety

more about the phenomenon of cold water immersion. Once they understand, we believe they’ll employ safe practices whenever they go out on the water...and save a few lives as a result.”

Staff from the Office of Boating Safety began planning for the video in winter 2004. Research included the works of Frank Golden, Michael Tipton, Gordon Giesbrecht and Transport Canada. In the spring of 2005, Dr. Giesbrecht, from the University of Manitoba volunteered to assist with the production of the video. Dr. Giesbrecht, one of the world’s leading authorities on the effects of cold on the human body, is a firm believer in personally experiencing the effects of cold. “I’m the scientist who does things for real,” he said, “to make sure I really know what I’m talking about.”

The Office of Boating Safety then assembled a team of international experts with broad skills and knowledge. In addition to Dr. Giesbrecht, the team included Al Steinman (Retired Coast Guard Rear Admiral), Ted Rankine (Canadian Power Squadron), Art Allen and Paul Webb (U.S. Coast Guard), Bob Ayres and David Griffiths (Canadian Coast Guard), and Ron Durham (Mat-Su Dive Rescue Team). Also assisting were members of the U.S. Coast Guard cutters Hickory and Roanoke, Homer Coast Guard Auxiliary, Alaska State Parks, United States Air Force Para-Jumper Rescue Team and several community volunteers from Homer and Big Lake.

While the major focus of the video was to emphasize the importance of life jackets, the video team also hoped to dispel a few myths along the way. The major one is that if a boater falls into cold water he or she will die in minutes of hypothermia. In the video, Dr. Giesbrecht explains that this is “just not true, in fact a boater who is not wearing a life jacket would be lucky to live long enough to die of hypothermia. By far most of the fatalities due to a cold water immersion are because of cold shock (gasp reflex) and cold incapacitation (sometimes called swimming failure).” Giesbrecht goes on to explain that “if a person does the right things (wears a life jacket) and doesn’t panic, he or she could survive for hours, even in ice water.” ■

What Makes Marine Patrol Officers So Valuable?



Jeff Hoedt
Chief, Office of Boating Safety

Since the majority of recreational boaters go out on the water in “ideal” conditions, they may assume marine patrol officers do the same. They may think that the officer’s job is relatively easy, instills low stress levels and is just fun rather than a “real” job. Little do they know the reality of the situation, particularly when an officer is called out in treacherous weather conditions, or when the officer must confront a dangerous situation involving people who may harm the public or the officer.

A marine patrol officer is typically an enforcer, a rescuer and an educator. They enforce the laws, and they face the human threats that any enforcement officer faces. They perform rescues, often in extremely dangerous conditions, be it a storm with high waves, low visibility or worse. And, they are often on the frontline for providing one-on-one basic safety education to recreational boaters.

The officer must be prepared for the worst that the water and other threats can throw at them. That preparation comes through comprehensive, ongoing training. That is what makes the officer capable of providing the level of service that the public has come to expect and appreciate from the marine patrol community.

Training for Marine Patrol Officers

By Vann Burgess
Office of Boating Safety
U.S. Coast Guard

The occupation of law enforcement officer carries with it a substantial amount of risk. Consider the road officer. Whether federal, state, county or local, the road officer is most often riding around in a marked patrol unit and is a potential target of violence by anyone with a passionate dislike for authority figures. In addition, the officers are called upon to respond to reported criminal activity, not to mention the “routine” traffic stop. “ROUTINE!?” the crowd responds. As any law enforcement officer will tell you, there is no such thing as “routine” in this line of work.

Now consider the marine patrol officer. They face the same daily risks of their brethren on the road with one added complication – the marine environment. When “it” hits the fan, marine patrol officers cannot exit their patrol unit to seek better cover or run away. There is little to do but deal with the situation.

Risk is an accepted part of being in law enforcement, but that doesn’t mean the risk can’t be mitigated. The best way to mitigate risk is to prepare for it. The best way to prepare for it is through training. So, where do you get the training?

Most agencies have a law enforcement academy that provides for officers to be initially certified. These programs cover the basic officer survival skills and are usually geared more toward the road officer. Several agencies have courses specifically for their marine patrol units. However, many do not. Those agencies that do have these courses generally welcome officers from other agencies to attend on a space-available basis, even if the attending officer is from outside the state hosting the training. Since the course schedules are not widely advertised, it is important that networking takes place between the training arms of each marine patrol agency so these opportunities can be identified.

One training opportunity is the Marine Patrol Officer’s Course (MPOC), offered by the U.S. Coast Guard’s Maritime Law Enforcement Academy at the Federal Law Enforcement Training Center (FLETC) unit in Charleston, S.C. MPOC now offers two courses: the MPOC Instructor Development Curriculum (ID) and the MPOC Tactical Curriculum (T). While most are familiar with MPOC-ID, MPOC-T was a new offering as of last year. MPOC-T offers the traditional training in Federal Carriage Requirements, Boating Under the Influence Enforcement and Boating Accident Investigation.

It also offers more in-depth training in Boarding Procedures, Regulated Firearms Identification, Security Zone Enforcement and Tactical Procedures. Anyone interested in attending these courses should contact his or her state's boating law administrator.

The Coast Guard offers informal training opportunities as well. The Coast Guard Boat Operations and Training (BOAT) Manual contains Personal Qualification Standard (PQS) items for Boat Crew and Coxswain training tasks. Many of these courses are required to be conducted twice a year. Nationwide, this provides numerous opportunities for training between Coast Guard and other maritime law enforcement agencies. This local interagency training is not new and is conducted frequently. It is the responsibility of the Coast Guard to conduct this training; and it is the State agencies' responsibility to establish contact and maintain a liaison with Coast Guard units in their area to facilitate participation in this training. For details, contact the local Coast Guard District Recreational Boating Safety Specialist, who will provide any assistance possible, including locations of units and points of contact.

The Glynco, Ga.-based FLETC also offers training opportunities. FLETC serves as an interagency law enforcement training organization for more than 80 federal agencies. FLETC offers two courses aimed at the marine patrol officer. The first course is the Marine Law Enforcement Training Program (MLETP). This program provides basic marine law enforcement training for officers/agents of those agencies and organizations involved in the specialized areas of marine regulation, protection and law enforcement responsibilities. Though intended primarily for federal law enforcement agents, state and local officers may attend as space allows.

The second course offering is the Boat Operators Anti-Terrorism Training. This one-week program is designed to instruct the experienced marine law enforcement officer in advanced skills required to operate vessels in anti-terrorism/port security operations. This course is available for state and local officers. For information on these and other course offerings, please visit the FLETC website at www.fletc.gov.

Last, but not least, there are commercial course providers that offer both classroom and on-water training. A simple search on the World Wide Web with keywords such as "boat operator training" or "tactical boat training" will reveal several opportunities.

Law enforcement is a risky business, especially on the water. Reduce the risk; get the training. ■

USCG Leader Supports Licensing Recreational Boaters

From Boating Industry

U.S. Coast Guard Commandant Thad Allen favors the creation of a licensing system for recreational boaters similar to the one which exists for motor vehicle driver's licenses, Stateline.org reported on its website Dec. 19.

Allen said the potential for a terrorist attack launched from small boats means that states and the Coast Guard must cooperate better to watch who is on America's waterways, although he doesn't yet have details or formal recommendations for how a national permit system would work, Allen said he'd like to see boating licenses be similar to motor vehicle driver's licenses.

Allen told a meeting of the National Conference of State Legislatures on Dec. 6 he expects resistance to his idea from state lawmakers who don't want to deal with the cost and details of licensing, and from the boat-building and tourism industries, which don't want to risk a drop in revenues.

"I'm trying to stick my toe in the water and see if I get bit by a piranha," he was quoted as saying. "As good as we get at surveillance, as good as we get at patrolling and creating deterrence out there, sooner or later we're going to have to come to grips with the fact that we need to know to a greater certainty who are operating boats out there and what boats are out there."

Training: "Learn—Contribute—Inspire"



Commodore Jesse L. Harrup, Jr.
U.S. Coast Guard Auxiliary
National Recreational Boating
Safety Directorate

The watchwords in the U.S. Coast Guard Auxiliary (USCGAUX) training philosophy summarize the expectations of a successful training process: Learn ~ Contribute ~ Inspire. The National Association of State Boating Law Administrators and the U.S. Coast Guard Auxiliary share many objectives. This is a main reason our organizations have enjoyed a long and successful partnership. One of those shared objectives is to provide the best training to our state employees and Auxiliary members as possible.

Three of the more visible training programs in the Coast Guard Auxiliary are the Boat Crew program, Instructor program, and Vessel Examination/Program Visitor programs. Respectively, these training regimens qualify our members to be Boat Force Coxswains and crew, Public Education instructors, and Vessel Examiners and retail program visitors. All three of these missions have been, and continue to be, services that the Auxiliary partners with the states in providing to the boating public in the interest of recreational boating safety.

The USCGAUX national Department of Training serves our members by designing innovative and effective performance solutions enabling members to achieve their personal goals, support myriad recreational boating safety and maritime domain awareness missions and provide valuable assistance in protecting our shoreline and the nation. This department's core responsibility is to provide advanced, value-added leadership and management training for our members. The training delivery philosophy focuses on a "blended learning" approach, using a variety of methods to deliver training in an optimally effective manner. The Department of Training team is dedicated to providing the highest quality learning opportunities available to our members. We are also in a unique and fortunate position to leverage the expertise and resources of the Coast Guard, partnering with them to prioritize and access valuable training for our members.

Moreover, the USCGAUX offers a training program that allows a member not otherwise qualified in the programs mentioned above to earn a qualification. It is called the Operational Auxiliarist qualification (or AUXOP). Six training specialties are required for successful mastery in order to achieve the AUXOP device: Communications, Patrol, Search & Rescue, Seamanship, Weather and Navigation.

Additionally, for those who aspire to a leadership position within the Auxiliary, we offer an administrative procedures course (APC). Passing the APC is one requirement for an elective office position in a flotilla. District Division captains and National Department and Division chiefs continue training through our Auxiliary Mid-Level Officers Course. Our District, Vice, and Rear Commodores are eligible for continued training through our Advanced Senior Officer Course.

Members can also take advantage of several professional development series training courses. Offered by the Federal Emergency Management Agency (FEMA), these courses include:

- Principles of Emergency Management;
- Emergency Planning;
- Effective Communication;
- Decision Making and Problem Solving;
- Leadership and Influence;
- Developing and Managing Volunteers; and
- Exercise Design.

We've discussed current and past training programs and philosophies. What about the future? Changes in training are inevitable. Those changes will include developing alternative delivery methodologies and increasing the use of learning technology and focusing on blended learning solutions.

As we prepare to better utilize technology and computer-based training, we must also move in a planned and deliberate fashion. Our strategy must be respectful of the technology acceptance threshold of our members. We will continue to use workshops, self-paced manuals, etc. where they are the best methodology to transfer the learning. Our goal is to provide a cost-effective and high-quality training experience for our members. Industry has faced issues of expense and inconsistency in training delivery, as has training in the U.S. Coast Guard Auxiliary. Industry is turning to computer-based learning as part of the solution. The complete solution is a "blended learning" approach which utilizes online training and other delivery methodologies together to provide an optimum solution for the learner.

As you can see, training is not static – it continues evolving. It should provide an effective learning environment, thereby increasing our value to contribute to our organizations and thus inspire us to better serve our customers. ■

IAMI Provides Training, Networking for Boating Investigators

By Eric Lundin
Training Director,
International Association of
Marine Investigators
Sergeant, Connecticut
Environmental Conservation Police

For the past 17 years the International Association of Marine Investigators (IAMIs) has been providing specific marine theft and fraud training to marine law enforcement investigators. This year's seminar, scheduled for February 25-28, 2007, in Panama City Beach, Fla., features topics such as Marine Theft and Fraud, Hull Identification Numbers, Marine Cargo/Smuggling, Basic Marine Casualty Investigations, Interview/Interrogation, and Marine Fire/Arson, as well as tours of Mercury Marine's nearby engine test and research facility.

Founded in 1986 as an extension of the Florida Marine Intelligence Unit, IAMIs primary purpose is to bring together law enforcement and private sector marine investigators from federal, state and local police agencies, insurance company investigation units, and private company investigators and marine surveyors to combat marine theft and fraud around the world.



IAMI seminar attendees experience hands-on training.
Photo courtesy IAMIs

Marine crime can be successfully fought by networking between various agencies involved in marine investigations. Proper identification and networking are also important for homeland security concerns. Other objectives of IAMIs include providing marine theft investigative training, developing and disseminating marine theft materials, providing a forum for marine investigation discussion, and promoting the application

and suppression of marine crime, vessel accident investigation, marine smuggling, cargo crime and boating safety issues.

Small vessels, outboard motors and outdrives, and especially personal watercraft (PWCs) are the primary targets of theft and fraud schemes. It is crucial for officers to understand the proper identification of these marine items. The most important identifier for a vessel is the hull identification number (HIN).

To help officers learn about HINs, IAMIs offers a basic training course called Introduction to Marine Identification. Also known as HIN 101, this course

covers identification procedures for outboard and stern-drive engines and the use of other identifiers as well.

Vessel insurance fraud occurs frequently and may involve vessels reported as stolen before or after accidents, in addition to vessel fires, vessel capsizings/sinkings and other disappearances. These often involve fraudulent paperwork, including altered HINs/documentation. Comparison of paperwork to actual vessel registration and HIN is often valuable in detecting marine theft and fraud.

Combining IAMIs training in these areas with networking among IAMIs members has resulted in some notable arrests and successful cases. Examples of such remarkable cases have been recognized by IAMIs Investigator of the Year Awards the past two years. The 2006 award went to Baltimore-area police investigators who broke a major engine theft scheme. The 2005 award recognized the combined efforts of federal, state and private marine investigators in Georgia and Florida for numerous arrests involving multi-vessel thefts with homeland security implications.

IAMIs training is a day-long, hands-on component of the USCG Marine Patrol Officers Course in South Carolina. It is also often taught in marine law enforcement classes at the Federal Law Enforcement Training Center in Georgia. IAMIs-certified instructors also offer training to their agencies and at regional seminars each year.

The Certified Marine Investigator (CMI) program qualifies investigators who have participated in IAMIs seminars and other classes to take a proctored examination, resulting in the CMI-I designation. Members enhance their networking and joint investigations by contacts through Membership Rosters, as well as seeking immediate assistance with stolen vessels and boating accident investigations through IAMIs Fraudfighters website reflector and website forums.

Upcoming training opportunities include the Annual Seminar in Panama City Beach, Fla. in late February 2007 and Peoria, Ill. in early May 2007. Additional seminars are being scheduled. Information on all programs can be found on IAMIs website, iamimarine.org. ■

New President Appointed to BOATU.S.

Nancy Michelman has been named president of Boat Owners Association of The United States (BoatU.S.), the nation's largest recreational boat owners' advocacy group. Michelman succeeds Jim Ellis who retired after 24 years with the organization.

Michelman joined BoatU.S. as manager of membership in 1989 after working for the American Automobile Association and holding other marketing and management roles in the public relations and international education fields.

The new BoatU.S. president is credited with growing BoatU.S. membership from 300,000 members to over 670,000 today, giving the organization a bigger voice on Capitol Hill as well as providing boaters with more valuable benefits. She has developed innovative marketing and incentive programs and focused on staff development. Michelman was appointed to the organization's board of directors in 2003.

Brunswick Executive Honored by Coast Guard

David Marlow, director of product integrity for the Brunswick Boat Group, received the U.S. Coast Guard Public Service Commendation at the 78th National Boating Safety Advisory Council (NBSAC) meeting held in Crystal City, Va.

NBSAC, established by the Federal Boat Safety Act of 1971, is comprised of state officials, representatives from the boating industry and national recreational boating organizations and members of the public. The group consults with the Secretary of Homeland Security and the Commandant of the Coast Guard on federal regulations and other major boating safety matters.

Rear Adm. Brian Salerno presented the USCG Public Service commendation to Marlow, a member of NBSAC for the past seven years, "in recognition of notable

services that have assisted greatly in furthering the aims and functions of the Coast Guard."

In comments read by James P. Muldoon, NBSAC chairman, "the U.S. Coast Guard and its national boating safety program have tremendously benefited from Marlow's dedication and commitment to service. The result of this hard work has been improved boating safety. Marlow's devotion to boating safety is most heartily commended and is in keeping with the highest traditions of the United States Coast Guard."

Admiral Thad Allen Honored as Top Leader

Admiral Thad Allen, commandant of the U.S. Coast Guard, was selected as one of America's 20 best leaders in the Oct. 30, 2006 issue of *U.S. News and World Report*.

America's Best Leaders is a special section of the weekly magazine, jointly produced by *U.S. News and World Report* and the Center for Public Leadership at Harvard University's John F. Kennedy School of Government. A committee of government, community and private sector leaders convened by the center selected the honorees.

Admiral Thad W. Allen assumed the duties of the 23rd Commandant of the U.S. Coast Guard on May 25, 2006.

Admiral Allen served as the Coast Guard Chief of Staff and Commanding Officer, Coast Guard Headquarters, in Washington, D.C., from May 2002 to April 2006. He also served as the Chairman of the Department of Homeland Security's Joint Requirements Council from 2003 to 2006. In September 2005, Admiral Allen was designated the Principal Federal Official for Hurricane Katrina response and recovery operations in Louisiana, Mississippi and Alabama. He additionally served as Principal Federal Official for Hurricane Rita response and recovery activities in Louisiana.

A native of Tucson, Ariz., Allen graduated from the U.S. Coast Guard Academy in 1971. He holds a master's of public administration from The George Washington University and received the Alumni Achievement Award in 2006. He also holds a master of science degree from the Sloan School of Management of the Massachusetts Institute of Technology. In 2003, Admiral Allen was elected a National Academy of Public Administration Fellow.

New Operations Manager Takes Lead of AMI

The Association of Marina Industries (AMI) has a new operations manager. Brooke Fishel, who formerly served as communications manager for the organization, took over managing the business of AMI following the resignation of Jim Frye in late June.

Frye resigned as AMI's executive director to become president of Atlanta-based Vinings marine Group, which owns and manages marinas. Frye remains president of the AMI board.

As operations manager, Fishel will oversee the daily business of the association, which will involve fulfilling the responsibilities AMI has to its members such as critical legislative and regulatory support, timely industry information, advice and direction, money-saving programs, and the growing training and certification programs offered by the organization. ■



Admiral Thad Allen

WEAR IT!



ALWAYS WEAR YOUR LIFE JACKET!

If you fish from a boat, you're a boater! Some 80% of boating fatalities happen to boaters who are not wearing a life jacket. To make sure you have a great day of fishing, always wear your life jacket.

Join the North American Safe Boating Campaign and WEAR IT! We have tons of boating information on our web site. You'll find boating safety tips, boating education resources, life jackets, and much more.

Be a safe angler while boating, wading, or along shore—*WEAR IT!*



www.SafeBoatingCampaign.com



1500 Leestown Road, Suite 330
Lexington KY 40511

Change Service Requested



FEBRUARY 2007

- 24 **NASBLA**
Boat Accident Investigation, Reporting and Analysis Committee Meeting
Panama City Beach, Florida
859.225.9487
chris@nasbla.org
- 24 **NASBLA**
Numbering & Titling Committee Meeting
Panama City Beach, Florida
859.225.9487
ron@nasbla.org
- 25-28 **International Association of Marine Investigators Inc.**
Annual Training Seminar
Panama City Beach, Florida
866.844.4264
www.iammarine.org

MARCH 2007

- 3 **NASBLA**
Marketing & Outreach Committee Meeting
San Antonio, Texas
859.225.9487
gail@nasbla.org
- 3 **NASBLA**
Training & Certification Committee Meeting
San Antonio, Texas
859.225.9487
chris@nasbla.org
- 4 **NASBLA**
Education Committee Meeting
San Antonio, Texas
859.225.9487
gail@nasbla.org
- 4-7 **National Safe Boating Council & National Water Safety Congress**
International Boating and Water Safety Summit
San Antonio, Texas
703.361.4294 or 440.209.9805

- 12-16 **NASBLA**
National Comprehensive Boating Accident Investigation Level 1 Training
Concord, North Carolina
859.225.9487
chris@nasbla.org

- 20-24 **Wildlife Management Institute**
72nd North American Wildlife and Natural Resources Conference
Portland, Oregon
202.371.1808
www.wildlifemanagementinstitute.org

- 25-27 **Personal Flotation Device Manufacturers Association & U.S. Marine Safety Association**
Annual Conference
Phoenix, Arizona
312.946.6280
bmcardle@nmma.org

- 26 **Northern Association of Boating Administrators**
Spring Meeting
Lexington, Kentucky
859.225.9487
info@nasbla.org

- 26 **Southern States Boating Law Administrators Association**
Spring Meeting
Lexington, Kentucky
859.225.9487
info@nasbla.org

- 27 **NASBLA**
Law Enforcement Committee Meeting
Lexington, Kentucky
859.225.9487
chris@nasbla.org

- 27 **NASBLA**
Paddlesports Committee Meeting
Lexington, Kentucky
859.225.9487
gail@nasbla.org

- 27 **NASBLA**
Waterways Management Committee Meeting
Lexington, Kentucky
859.225.9487
deb@nasbla.org

- 28-29 **NASBLA**
Spring BLA Workshop
Lexington, Kentucky
859.225.9487
info@nasbla.org

- 28-30 **NASBLA**
Boating Under the Influence Detection and Enforcement Training
Roscommon, Michigan
859.225.9487
chris@nasbla.org

APRIL 2007

- 10-12 **NASBLA**
Boating Under the Influence Detection and Enforcement Training
Helena, Montana
859.225.9487
chris@nasbla.org

- 16-20 **NASBLA**
National Comprehensive Boating Accident Investigation Level 1 Training
Syracuse, New York
859.225.9487
chris@nasbla.org

- 21-24 **National Boating Safety Advisory Council**
Spring Meeting
Dubuque, Iowa
202.372.1061

- 28 **National Boating Federation**
Spring Meeting
Clearwater, Florida
727.441.8811

- 30-May 2 **NASBLA**
Boating Under the Influence Detection and Enforcement Training
Indianapolis, Indiana
859.225.9487
chris@nasbla.org

MAY 2007

- 6-8 **National Marine Manufacturers Association**
American Boating Congress
Washington, D.C.
202.737.9759
www.nmma.org/abc

- 6-9 **Western States Boating Administrators Association**
Annual Conference
Laughlin, Nevada
859.225.9487
info@nasbla.org

- 9-11 **Sport Fishing and Boating Partnership Council**
Working Waterways & Waterfronts - A National Symposium on Water Access
Norfolk, Virginia
www.wateraccess2007.com

- 14-18 **NASBLA**
National Comprehensive Boating Accident Investigation Level 1 Training
Minneapolis, Minnesota
859.225.9487
chris@nasbla.org

- 15-16 **NASBLA**
Spring Executive Board
Washington, D.C.
859.225.9487
info@nasbla.org

- 19-25 **National Safe Boating Week**
www.safeboatingcampaign.net