



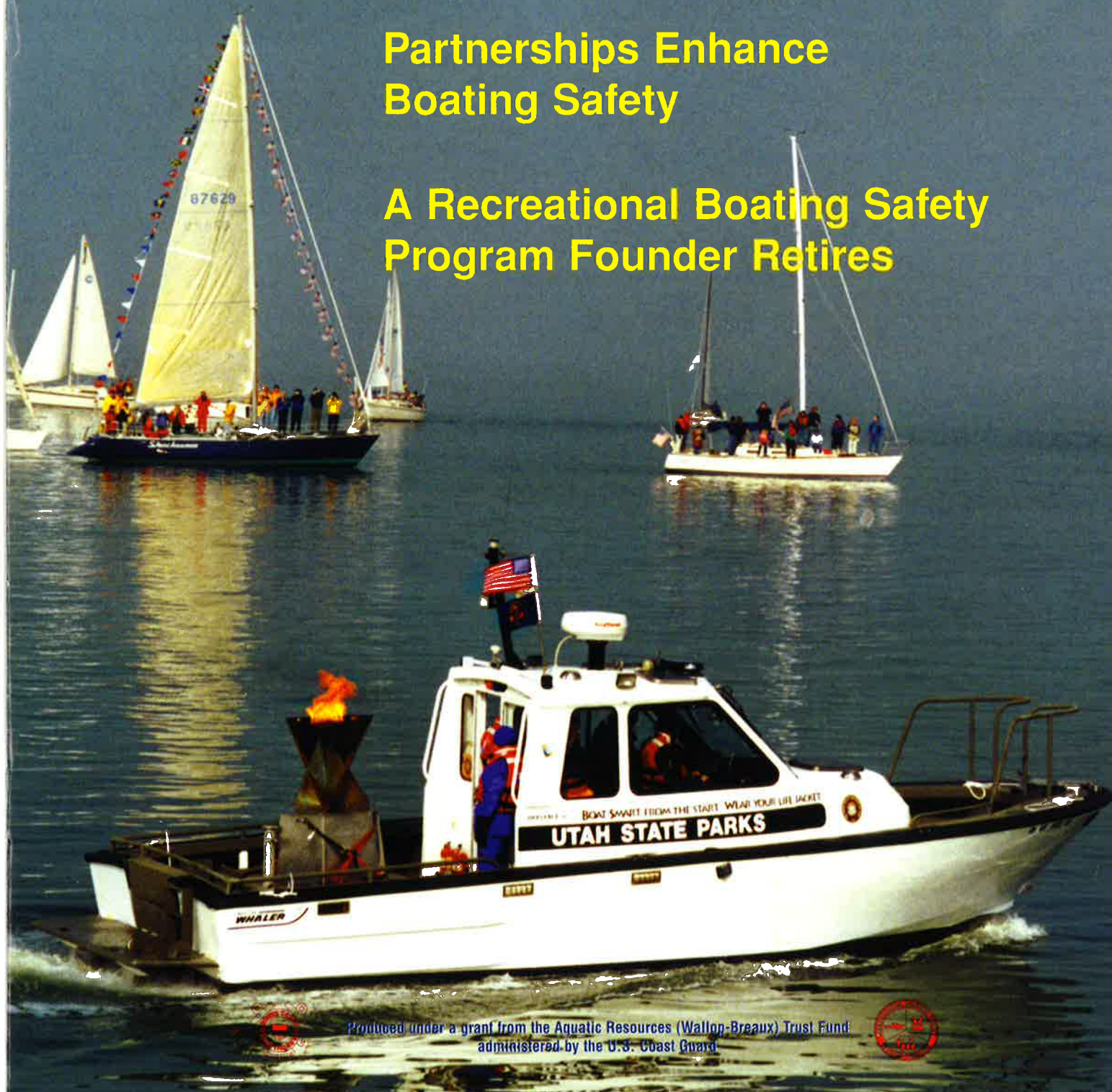
small craft advisory

MAY/JUN 2002 VOL. 17 - NO. 3

NATIONAL ASSOCIATION OF STATE BOATING LAW ADMINISTRATORS

## Partnerships Enhance Boating Safety

### A Recreational Boating Safety Program Founder Retires



Produced under a grant from the Aquatic Resources (Wallon-Breaux) Trust Fund  
administered by the U.S. Coast Guard





Steve Hall  
NASBLA President



from the  
**HELM**

Welcome aboard. In this issue we focus on partnerships. With the numerous diverse groups in the recreational boating world, partnerships have proven themselves priceless.

Looking back just a few years, these groups all walked their separate paths. In many cases, various organizations seemed to be competing with each other. I think that we all recognized and respected each other but guarded our individuality jealously.

As states, we valued our relationships with other states, freely shared ideas and formed mutual goals to pursue. Through this process we found that though we were all different, we also had many problems and beliefs in common. We saw that working together would benefit everyone and partnerships began forming. Initially we failed to look beyond our fellow states and territories to other possible partners. But things change.

It quickly became apparent that groups such as the National Safe Boating Council were walking side by side with the National Association of State Boating Law Administrators on almost every issue and therefore were natural partners. Groups in the boating industry whose main goal was to sell products realized that it was to their advantage, as well as ours, if they also sold "boating safety."

At our urging, manufacturers such as Zodiac of North American started having models in their advertisements wear life jackets. The Personal Watercraft Industry Association worked hand-in-hand with NASBLA to develop model acts to regulate personal watercraft. The International Association of Marine Investigators recognized common goals shared with NASBLA and partnered with us in pursuit of those goals. BoatU.S. and the BoatU.S. Foundation had a stake in boating safety and many other boating issues for years and were natural partners for NASBLA. We formalized partnerships with groups including the United States Power Squadrons and the U.S. Coast Guard Auxiliary wondering why we hadn't done so earlier.

Some groups fall into the "obvious" category. We shared common missions and goals and worked together for years before someone dreamed up the buzzword "partnering." After the notion of partnering was brought in, we couldn't imagine why it had taken so long. While we don't necessarily think alike on everything, we do share a lot of common ground with these groups.

On the other hand, many groups differ greatly from NASBLA. Yet, in most cases, it is to our mutual benefit to form consensus on issues and come together as parts of the recreational boating safety community.

In the early 1970s, Congress expanded the Coast Guard authority to all recreational boats through the Federal Boat Safety Act of 1971. To assist in implementing this,

the act authorized funding for the states' recreational boating programs to be administered by the Coast Guard. This forged a vital partnership between NASBLA and the Coast Guard.

As partners, we've worked very closely with the Coast Guard. On some issues we've agonized over our differences. We've battled like siblings. In most cases we eventually found consensus and have become stronger for the experience. We've always shared the common goal of boating safety. In these times of the "New Normalcy" with ever-decreasing resources and increasing responsibilities we need each other more than ever. I look forward to working with the Coast Guard to meet our new challenges together.

Our partnering efforts aren't over. We still need to reach out to various groups. The time is ripe for all boating law administrators to identify these groups and talk to them. Get support from the boating clubs, yacht clubs, sportsmen's clubs, fishing associations and others. Empower your field personnel to reach out and spread the boating safety message.

The bottom line is that we all need each other. I think that much of the progress made in the last decade in boating safety would have been impossible without partnerships. When a law was passed in my home state of Rhode Island mandating education for boaters, it was made possible only by the mutual support of the Coast Guard, the Coast Guard Auxiliary, the Power Squadrons and the Rhode Island Marine Trades Association.

We've seen the recreational boating interests come together successfully to be represented on the Harbor Safety Committees throughout the country. Look at the success BoatU.S. had in repealing the luxury tax on boats. Consider how much more powerful the recreational boating community will be if we build more links to one another.

If we can achieve consensus among the boating groups nationally and speak with one voice, we will be a very powerful group.

Reauthorization is going to be a formidable hurdle, but our goals of a 50/50 split of the motorboat fuel tax with 50 percent going to the Sport Fish Restoration account and 50 percent going to the Boating Safety account and a 75/25 match requirement are attainable if we persevere in our efforts.

We're not going to go away and we're not going to give up the ship.



THE OFFICIAL PUBLICATION OF THE  
NATIONAL ASSOCIATION OF STATE  
BOATING LAW ADMINISTRATORS

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**EDITORIAL OFFICES**  
1500 Leestown Road, Suite 330  
Lexington KY 40511  
Phone: 859.225.9487  
Fax: 859.231.6403  
E-mail: editor@nasbla.org

© Small Craft Advisory (ISSN: 1066-2383)  
Published bimonthly by the National Association of State Boating Law Administrators, 1500 Leestown Rd, Suite 330, Lexington, KY 40511 (six issues). Subscription is \$12 annually. Contact NASBLA for permission to reprint articles, 859.225.9487. Send change of address to *Small Craft Advisory*, 1500 Leestown Road, Suite 330, Lexington KY 40511.

#### ABOUT THE COVER

As part of its journey to the 2002 Winter Olympics, the Olympic flame was carried aboard *Rescue One*, a Utah State Parks water patrol boat. Five additional patrol boats accompanied *Rescue One* during the 30-mile journey on the Great Salt Lake. Escorting the Olympic flame were Bob Rosell, Great Salt Lake State Marina boating ranger; Ted Woolley, Utah boating coordinator; Steven McCarthy, Olympic Torch Relay director; Bob Morgan, executive director of the Utah Department of Natural Resources; and two Olympic Torch Relay staffers. Showing the Utah Division of Parks & Recreation's dedication to boating safety, Woolley worked with the National Safe Boating Council to display a safe boating message on each boat.

Photo courtesy Utah Division of Parks & Recreation

# Teamwork Produces Boat for Investigation Seminars

Through the hard work of various individuals, the National Association of State Boating Law Administrators (NASBLA) has acquired a valuable training tool – a crashed boat.

This boat will be used in the organization's boating accident investigation seminars. NASBLA, with grant assistance from the U.S. Coast Guard, has offered these seminars to law enforcement officers nationally for 12 years.

The seminars are designed to provide investigating officers with all the tools needed to completely and accurately investigate recreational boating accidents.

Topics for the courses run the gamut from various types of accidents, boating standards and regulations, statistics, electricity, navigational lights, fuel systems, carbon monoxide, diagramming, capacity and loading, and collision basics. This is where crashed boats come into play.

During the module on collisions, participants learn about boat dynamics, evidence collection, damage assessment and analysis, and injury assessment and analysis. The boats provide hands-on teaching tools so participants can inspect a crashed vessel and prepare reports. They also give presentations on their findings.

Numerous individuals volunteered their help in acquiring this valuable training aid and transporting it from New York to Kentucky.

Randy Dill, NASBLA seminar instructor and retired Connecticut boating law administrator (BLA), learned a crashed vessel in New York was potentially up for grabs. He arranged with New York BLA Brian Kempf and Larry Migliozi, who has participated in NASBLA's Boating Accident Investigation, Reporting & Analysis Committee (BAIRAC), to acquire the boat. They then worked with Jeff Hoedt, Ohio BLA, to transport the boat to NASBLA's headquarters in Lexington, Ky.

Fred Messmann, BAIRAC chair and Nevada BLA, urges accident investigators to keep NASBLA in mind when performing a boating accident investigation.

"Arrangements could be made with insurance companies and prosecutors to secure crashed vessels, especially those involved in two-vessel accidents, for the boating accident investigation seminars. Perhaps donating the crashed vessel to NASBLA could be a plea bargaining tool or part of the penalty," said Messmann.

If you are aware of any crashed boats that would benefit the boating accident investigation seminars, please contact Chris Moore, NASBLA project director, at [chris@nasbla.org](mailto:chris@nasbla.org) or 859.225.9487.

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## SSBLAA Annual Conference

The Southern States Boating Law Administrators Association will hold its annual conference June 1-6, 2002, in Knoxville, Tennessee.

Accommodations are available at the Hyatt Regency by calling 865.637.1234. Early conference registration is available at \$250 (\$300 after May 15). For more information call 859.225.9487.



## NABA Annual Conference

The Northern Association of Boating Administrators will hold its annual conference June 23-26, 2002, in Omaha, Nebraska. Accommodations are available at the DoubleTree Hotel by calling 402.346.7600. Hotel reservation cutoff date is May 31, 2002. Early conference registration is available at \$250 (\$300 after May 31). For more information call 859.225.9487.



## NASBLA Accident Investigation Seminars

Openings are still available in our Level 2 Advanced Accident Investigation courses. The courses are offered in Lexington, Kentucky, May 13-17 and September 30-October 4. For registration or additional information, please contact Chris Moore at [chris@nasbla.org](mailto:chris@nasbla.org).

## NASBLA Committees

All NASBLA policy committees have held their 2002 interim meetings. Copies of minutes and other committee documents will be posted on the NASBLA website at [www.nasbla.org](http://www.nasbla.org) as they are available.

## National Vessel Numbering & Titling Manual

NASBLA is pleased to announce the availability of the National Vessel Numbering & Titling Manual, second edition. This 448-page book is chock-full of information that anyone who deals with the registration and titling of vessels needs.



## The manual contains a section for each state that includes:

- State contact information
- General titling/registration information
- Taxes & fees
- Title terms and signatures
- Repossession & salvage
- Leases

## Also included in the manual are:

- Summary tables for easy state-by-state comparison
- NASBLA Numbering & Titling Model Acts
- NASBLA Numbering & Titling Model Procedures
- What is required to be numbered & titled in each state
- Copies of actual state forms
- Information on Canadian licensing of vessels

Books can be purchased for \$39 each. Government entities receive a 30% discount off the regular price at \$27 per copy. Shipping and handling charges are \$4.95 per book. Please inquire about bulk shipping.

To order, simply e-mail the quantity, billing and shipping addresses, phone number and contact name to [joan@nasbla.org](mailto:joan@nasbla.org). Or call the NASBLA office at 859.225.9487 9 am - 5 pm EST. NASBLA accepts checks, purchase orders, and most major credit cards.



Dear Editor:

From your article "Picking a PFD" published in the March/April 2002 edition of *Small Craft Advisory*, one might conclude the only type of life jacket to "pick" was an inflatable PFD, because *"Historically, the major obstacle to encouraging the recreational boating public to wear life jackets while boating was the fact that the Coast Guard Approved inherently buoyant life jackets were too bulky and deemed uncomfortable by consumers."*

Additionally this article states *"Five types of PFDs are available to consumers, however, the general boater population usually encounters only Types I through IV when using or purchasing these essential pieces of equipment"*. It would appear this article has ignored the very life jacket category that has had the most dramatic influence on life jacket usage in recent years, Type V Special Use devices.

Such products address specific safety hazards affecting the boating environment or the boater himself, so for targeted users such as high performance water sports enthusiasts, these products are embraced, accepted, and widely used. In all of these cases, the products are inherently buoyant PFDs.

Based upon production numbers published by UL, the total amount of PFDs inspected and/or produced steadily declined between 1995 and 1997, fell dramatically in 1998, rebounded slightly in 1999 and finally in 2000 rebounded to within 30,000 units of the peak production recorded in 1995.

However, the growth recorded for Type V Special Use devices within this same time frame is astounding. In 1997, an unprecedented 3,634.6% growth spurt was recorded. Growth continued in 1998 at 376.2% with another 151.6% growth rate reported for 1999. A modest 9.12% increase was reported for 2000, nevertheless, these percentages certainly depict a dramatic influence in PFD use from this relatively unknown, and very frequently misunderstood life jacket category.

From a historical perspective, life jackets have evolved from a commodity piece of safety equipment in the '50s and '60s, to a stylized, brightly colored piece of safety equipment in the '70s and '80s, to a customized garment in the '90s, and finally to a consumer responsive choice for safety in the new millennium. Along with this evolution of products, we have seen an evolution of regulations, from federal carriage requirements to state mandatory wear requirements.

Due to the distinctive nature of specialty niche product and the limitations for emerging technology within UL Standards, such products typically must seek USCG Approval through the Type V Approval Path. These products offer enhanced safety since they are engineered specifically for a particular user or water sports activity, and they are designed around anatomical needs of the wearer and environmental factors the wearer finds himself in while recreating on our nation's waterways.

by the life jacket. In this manner, serious injury to the wearer's internal organs might be avoided, or at least minimized.

Another high-performance activity the Type V Pullover is appropriate for is paddlesports, such as white-water rafting and swift water canoeing and kayaking. Again, the solid foam front in addition to arms and a side-entry closure system provides significant protection to the wearer while engaged in these endurance challenging activities.

And the most popular tow-behind activity today, wakeboarding, definitely benefits from specialty niche product. Initially avid wakeboarders chose to not wear a life jacket at all, or use a non-USCG approved device so that their body would not be encumbered by "heavy foam." But by incorporating lighter foam in neoprene, wake boarders are more willing to wear USCG-approved products, particularly Type V wakeboarding devices. Currently the national junior wakeboard champion uses a USCG Approved Type V jon suit for competitive tournaments.

High performance water sports aside, in August 1998, *Dateline NBC* aired an investigative report about children's life jackets. This report criticized inherently buoyant child life jackets for their in-water instability particularly on toddlers ranging between 22 to 30 months old and weighing less than 40 pounds. Interestingly enough when non-Coast Guard approved child inflatables were demonstrated, those children unfamiliar with them or who had not been taught survival swimming struggled for stability in the water as well.

To address this alarming performance tendency, the Type V Swimwear Flotation Device was developed. This specialty niche product distributes inherent foam blocks evenly between the front and back, thus enabling the child to remain perpendicular to the water, or straight up and down. Quite frankly, for toddlers in particular, remaining straight up and down in the water is critical for their security.

After all, typically they are transitioning from "crawling" to "walking", and are just beginning to get their "land legs." So to place them in water where their "gravity" is displaced by their "buoyancy" creates havoc on the child. Let's face it: Life jackets are designed to put a child slightly back of vertical if it is a Type III Flotation Aide or to turn them from a face-down position to a face-up position if it is a



*Among the numerous Type V Special Use devices available are flotation swimsuits, featured above. This unique children's swimwear product offers comfort and safety in and around the water. Made from a Nylon/Lycra® blend, the one-piece suit features UL-approved foam blocks sewn securely into the mid-section of the suit to maintain a child's stability in the water. Photo courtesy Alexis PlaySafe*

High-performance activities such as personal watercraft operation/riding is a perfect example where life jackets designed and approved specifically for this activity provide an increased level of protection. The Type V Pullover was designed with solid foam across the front of the life jacket to mitigate potential injury of PWC operators hitting the handlebars of the machine. By using thick "foam," the shock of slamming into the machine could be absorbed

Type II Near-Shore Buoyant Vest. With either type of life jacket, the child's gravity is challenged by the child's center of buoyancy.

Unless the child has been taught how to react to the supplemental buoyancy placed on his body by the life jacket, the child usually thrashes around when placed in water for the first time. Typically he panics and becomes disoriented by the contradictory in-water actions taking place simultaneously on his body.

But when a child enters the water in a life jacket that does not disrupt his equilibrium, he relaxes and instinctively adjusts to the "floating" action his body is involved in. Wearing a device that keeps him "upright" and "on top" the water can be a positive experience for kids this age.

And to wear a life jacket that conforms to his individual anatomy without needing subsequent adjustment from belts and buckles is a major benefit. Again, the security of child is of paramount importance in the water. With

the Type V Swimwear Flotation Device, there is nothing other than stretchy Lycra fabric that provides the comfort and fit for the child. It is the child himself who determines the shape of this life jacket.

For other types of life jackets, including hybrids, the device must be adjusted to accommodate the child's shape; the Type V Swimwear Flotation Device takes on the shape of the child. There is nothing more the child must do to keep it securely in place beyond stepping into it and pulling the suit over his shoulders. After that, the Type V Swimwear Flotation Device conforms to the child's individual shape, and where necessary, flexes to accommodate that shape.

All of the life jackets mentioned above could never have been offered to the consuming public without the availability of the Type V Approval Path. In each of these cases, the product was created specifically for a particular use or user that is regulated by state mandatory

wear laws, therefore, the need for ultra comfort and fit for mobility and continuous wear was essential.

As additional water sports activities emerge or as specific users are identified, the need for specialty niche product will continue to exist and improve, challenging the cutting edge of technology and design. There is a distinct possibility the Type V Special Use category will expand into Type VIs, Type VIIs etc. since there will always be a need to create a unique, innovative and consumer responsive life jacket product.

In future articles I sincerely hope specialty niche product, specifically the Type V Special Use category, despite its obscurity, will not be ignored for its contribution to boating safety and the consumer's optimum protection.

Sincerely,  
Susan Balistreri, President  
Balistreri Consulting Inc.

*Readers are invited to send Letters to the Editor. Please include your full name, title, company, telephone number and address. Send Letters to the Editor to NASBLA, 1500 Leestown Road, Suite 300, Lexington, KY 40511 or e-mail them to [editor@nasbla.org](mailto:editor@nasbla.org).*

## *Coast Guard Working Toward Increasing Safety with Life Jacket Law*

In late February, the U.S. Coast Guard announced a nationwide requirement that children under age 13 wear life jackets when they are aboard recreational boats.

The purpose of the new regulation was to reduce the number of children who drown due to not wearing life jackets.

However, in late March, the Coast Guard withdrew the notice, explaining that state boating law administrators had pointed out important enforcement problems. The Coast Guard is working on a revised alternative to rectify the enforcement problems. However the rule will not be in effect during the 2002 boating season.

### **IN THE WORKS**

The Coast Guard's proposed regulation resulted from five years of work. In 1997, the agency published in the Federal Register a wide-ranging questionnaire on proposed safety improvements.

Life jackets for children emerged from this process as one thing on which people could more or less agree. Such a requirement for adults would not likely succeed since few U.S. states and territories require adults to wear life jackets.

The Coast Guard published a notice of proposed rulemaking titled "Wearing of Personal Flotation Devices (PFDs) by Certain Children Aboard Recreational Vessels" on May 1, 2001.

At the close of the comment period on August 30, 2001, 46 comments had been received from recreational boaters, government agencies, representatives of the boating industry, and safety

organizations. Twenty-two supported the rule as proposed, eight supported it with changes, and 16 opposed it.

Most comments in support of the rule indicated that requiring children to wear life jackets would be a positive step for boating safety by reducing drownings and therefore making recreational boating safer.

### **SAVING LIVES**

By late 1995, 26 states had enacted statutes requiring children to wear life jackets while aboard recreational vessels. By 2001, 40 states and territories had adopted statutes requiring life jackets to be worn by children. The number of deaths by drowning among children under 13 decreased from 27 in 1995 to 14 in 2000. Although the number of drownings seems relatively small, these accidents most likely could have been prevented had the children been wearing life jackets.

It may be that the numbers went down because 14 states and territories adopted new rules on children and life jackets between 1995 and 2001. Statistics compiled by the Coast Guard show that the drowning death rate of children in boating accidents was lower in states with such regulations than those without.

"The bottom line is we think too many kids are drowning, and we think they are drowning because they're not wearing life jackets," said Carl Perry, a project manager in the Coast Guard's Office of Boating Safety.

### **STRIVING FOR UNIFORMITY**

Besides promoting safety with the life jacket regulation, the Coast Guard wanted to encourage greater uniformity of boating laws. While nearly three-quarters of the U.S. states and territories had adopted mandatory life jacket laws by 2001, the regulations were inconsistent from state to state. The requirements varied by age for wearing; size of vessel; whether the vessels were under way, in motion or not specified; whether the children were on open decks, below decks or in enclosed cabins.

The Coast Guard proposed to adopt the existing state standard, which would allow its crews to cite violators (now, they issue only warnings). Therefore the new federal rule would actually affect only the 16 states and territories not regulating the wearing of PFDs by children.

This quest for uniformity is where the new rule ran into trouble. Its proposed regulation said children under 13 should wear life jackets. But it made no provision for the lengths of the boats involved. And by adopting the existing state standards, the minimum age for requiring life jackets will continue to vary from state to state.

"I like the idea they're striving for – uniformity – but so many of the states have so many different laws that it becomes very difficult for the state to enforce," said Jeff Hoedt, boating law administrator of the state of Ohio.

The Coast Guard has returned to the proverbial drawing board to revise the federal rule.



# Devoted to Boating Safety

By Kimberly Hermes

After spending nearly half a lifetime working with the U.S. Coast Guard for the cause of boating safety, a founding member of the Recreational Boating Safety (RBS) program has cast off for retirement. Al Marmo, former chief of the Office of Boating Safety's Program Management Division, spent almost 40 years in civilian service to the federal government.

As Capt. Scott Evans, chief of the Office of Boating Safety, stated, "[Marmo] served a truly amazing 39½ years of federal service – 35 of which were involved with managing the RBS program."

After earning a bachelor's of science degree in business management from the University of Scranton in Pennsylvania, Marmo joined the U.S. Department of Commerce. He served the agency for five years as a statistician then joined the U.S. Coast Guard in 1967 in a similar position. During his service to the Coast Guard, Marmo played a significant role in developing the RBS program.

"This probably makes him the most senior person in the Coast Guard who has been involved with boating safety," said Kim Elverum. "Marmo's career in the Coast Guard afforded him the opportunity to be part of the cadre of people who established the Recreational Boating Safety Program and planned the implementation of the Federal Boat Safety Act of 1971."

Marmo's first position with the Coast Guard was statistician in the Boating Activities Division. A year later he was selected as the program analyst in the Planning and Evaluation Staff when the flag-level Office of Boating Safety was formally established.

It was as program analyst that Marmo became involved in planning for the development and expansion of the national RBS program. He made recommendations regarding the development of a federal boating safety act then later developed the supplemental budget request to implement the Federal Boat Safety Act of 1971. Marmo also developed the policies and procedures for the initial state grant program

and for administering and implementing the boating safety program.

In 1976, Marmo was promoted to chief of the Program Development and Analysis Branch of the Policy Planning and Information Analysis Staff. After a mere seven months, he became the first civilian Program Planning Officer in the Coast Guard when he was appointed chief of the Policy Planning and Information Analysis Staff. This position had usually been assigned to captains.

During his 12 years as program planning officer, the RBS program resources hit their peak of 575 personnel strong, including those assigned to Coast Guard Headquarters, Districts and Boating Safety Detachments, and a \$1 million research and development budget.

In 1988 Marmo became the assistant chief of the Auxiliary, Boating and Consumer Affairs Division within the Office of Navigation Safety and Waterway Services. There he managed six branches and was responsible for the entire RBS program, including the U.S. Coast Guard Auxiliary and the Consumer Affairs Program.

Eight years later Marmo became chief of the Program Management Division of the Office of Boating Safety. As chief he was responsible for program planning and analysis, grants administration, budget development and financial oversight, statistics and data analysis,

regulations development and special projects. In 1990 he became Executive Director of the National Boating Safety Advisory Council.

During his time with the U.S. Coast Guard, Marmo consistently earned high-quality/outstanding performance awards in addition to numerous special act awards throughout his career. Among these awards were:

- ◆ "Michelob Schooner" August A. Busch Jr. National Boating Safety Award (1983)
- ◆ Commandant's Superior Achievement Award (November 2001)
- ◆ NASBLA Lifetime Achievement Award (January 2002)
- ◆ Distinguished Career Service Award (January 2002)

As Evans commented in his column in the previous issue of *Small Craft Advisory*, "The entire boating community owes this great American much for the unyielding support. The RBS program has been very successful, saving an estimated 27,000 since 1971, and Al was an important part of that success. On behalf of all boaters, thank you, Al, for 39+ years of truly outstanding community service and getting us to where we are today. We wish you fair winds and following seas in your future endeavors!"

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On behalf of the National Association of State Boating Law Administrators, Col. John Rhoads (far right), Maryland boating law administrator, presented Al Marmo with the NASBLA Lifetime Achievement Award. This presentation was made during Marmo's retirement luncheon in January 2002. Also present during the event were James Muldoon (far left), chairman of the National Boating Safety Advisory Council and vice president of U.S. Sailing, and Capt. Scott Evans, chief of the U.S. Coast Guard Office of Boating Safety.

Staff photo

# Words with a Founder of the Recreational Boating Safety Program

As a founding member of the Recreational Boating Safety (RBS) program, Al Marmo, former chief of the Office of Boating Safety's Program Management Division, is extremely knowledgeable about recreational boating safety. Marmo believes that the RBS program has been one of the most successful programs in government, largely due to the cooperative nature of the program mandated by the Federal Boat Safety Act. Below is the transcript of an interview with this boating safety expert before his retirement from the U.S. Coast Guard.

**SCA:** *What events led up to the need for and establishment of the national Recreational Boating Safety (RBS) program?*

**Marmo:** There were a high number of boating-related deaths – 1400 to 1500 each year, and boating was rapidly gaining popularity. This situation got the attention of members of Congress. Additionally, in 1967, the U.S. Coast Guard was moved under the newly created Department of Transportation, which placed emphasis on safety. Congress held boating safety hearings in 1967. Later that year an episode now referred to as “the Coho Salmon Incident” occurred. Around 500 boaters were caught in bad weather and several drowned. This incident was very visible and added fuel to the fire. The Coast Guard was directed to study boating safety. Following the study, the Coast Guard proposed a recreational boating safety act. In 1968, the Office of Boating Safety was established, headed by a Coast Guard Admiral to develop the recreational boating safety program and promote and prepare for needed boating safety legislation. Further Congressional hearings were held in 1968, and the Recreational Boat Safety Act of 1968 was introduced in Congress.

**SCA:** *What major changes have occurred in the RBS program?*

**Marmo:** The Federal Boat Safety Act of 1971 (FBSA) was landmark legislation which provided broad new authority. Resources started building up and cooperative programs were begun. Under this act, states began receiving federal financial assistance, enabling them to set up their boating safety programs. The states have taken on the greater share of boating safety education and enforcement. Casualty reporting has been improved. The Coast Guard issued boat and equipment standards, increasing safety. The National Boating Safety Advisory Council, established under the FBSA, provides sound recommendations. The Coast Guard works closer with the states and other organizations in a cooperative national program.

**SCA:** *What regulatory changes have resulted in the greatest positive impact in recreational boating?*

- Marmo:**
- Level Flotation, Fuel & Electrical, and Safe Loading and Safe Powering Standards
  - New PFD requirements. With the classification of Types I-V, a wider variety of PFDs are available to boaters.
  - Regulations governing recalls of defective boats and associated equipment
  - Boating Under the Influence laws and regulations
  - Visual Distress Signal Carriage requirements
  - Uniform boat registration and accident reporting regulations.

**SCA:** *What is the greatest change to have occurred in recreational boating in the past 30 years?*

**Marmo:** Boating has increased immensely in popularity, putting more people on and around the water. Boats are more powerful and can attain greater speeds. Boats are also safer. The introduction of personal watercraft has significantly changed the dynamics on the waterways. White-water activities have increased. A wider array of PFDs are available. Electronics such as Global Positioning Systems and Emergency Position Indicating Radio Beacons (EPIRBs) are available and more reasonably priced. Competing uses of the waterways continue to increase.

**SCA:** *How has the role of the states in RBS has changed?*

**Marmo:** In the early years, the Coast Guard was on the water with Boating Safety Detachments. Now the states take on that responsibility. The initial legislation encouraged states' participation through financial assistance. States have taken over the greater share of education and enforcement, as was originally planned. More states are requiring boaters to complete education courses. By taking the reins on education, states are able to tailor the information to their particular interests. This partnership has fostered a cooperative relationship between the Coast Guard and the states. These entities participate in a good exchange of information

through grants, accident investigation seminars, and the Marine Patrol Officers Course (MPOC), for example, making it easier to assure uniformity with regards to differing needs.

**SCA:** *What accomplishments are you personally proudest of?*

**Marmo:** I'm proud to have been part of the small group of people who were involved in developing the Federal Boat Safety Act of 1971 and in establishing the Recreational Boating Safety Program and the Coast Guard's Office of Boating Safety. It has been a rare experience – I've seen this through from birth to maturity. I look back on my experience very fondly. I wrote the policies and procedures for the initial State Grant Program and developed the Resource Change Proposal for the supplemental budget to implement the FBSA. Later I served as Chief of the Policy Planning and Information Analysis Staff from 1976 to 1988. I was the first civilian to become a planning officer for a Coast Guard Operating Program, a position that was assigned to captains. I also served as Executive Director of the National Boating Safety Advisory Council beginning in 1990.

**SCA:** *What needs to be done to further improve RBS?*

**Marmo:** States need to seek and secure stable and equitable boating safety program funding through the Aquatic Resources Trust Fund. There needs to be further development of wearable PFDs. PFD wear and other safety outreach messages should be targeted to the extent possible for maximum impact. Enforcement needs to be increased, particularly concerning boating under the influence. States and territories should continue adopting mandatory boater education policies. Officers need to work toward thorough boating accident investigations that positively identify the causes of the accidents. Cooperation of the Coast Guard, states, industry, boating organizations and others needs to continue and increase in a coordinated national program.

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# Everyone Wins with a 50-50 Split of Wallop-Breaux Funds

By George Stewart, Ed Carter and Charlie Clark

In the last issue of *Small Craft Advisory*, we discussed the importance of building bridges between all the boating interests so we could collectively represent those views in the legislative issues surrounding the reauthorization of the Aquatic Resources Trust Fund (ARTF), commonly referred to as "Wallop-Breaux."

In building these bridges, the National Association of State Boating Law Administrators (NASBLA) has met with several boating organizations and posed the question of whether they support the idea of at least 50 percent of the motorboat fuel tax being used for state boating safety programs. It was essentially a "fact-finding" mission to see if there was support for correcting a less-than-satisfactory history of funding for boating safety.

The key word here is "safety," and it is separated from other boating-related programs that are also funded within the Wallop-Breaux.

Does that mean that NASBLA is not concerned with or does not support those other programs? No, we are firmly on record as supporting the reauthorization of all existing boating programs within the Trust Fund at their current level or greater.

The obvious question then is "Who loses?" At the risk of sounding like one of those "It's too good to be true" clichés, no one loses. For the next few paragraphs we will examine exactly what that means.

Several revenue sources make up the Aquatic Resources Trust Fund. The largest of those, and the one that boaters pay directly into through their fuel purchases, is the motorboat fuel tax.

When the ARTF was first established, boating safety was authorized an amount from the fuel tax that represented 70 percent of that fund. However, in the legislative language, the Boat Safety Account was given a fixed dollar amount rather than a percentage of the fund.

Due to that "cap" the Boat Safety Account could not grow as the overall Trust Fund grew (and the fund has grown substantially). Couple that with a history of less than full appropriation and we have seen the original 70 percent that we began with shrink to 35 percent currently, and if not corrected that amount will further shrink to 28 percent within two years. To add to that frustration, the records show that even of the funds we were authorized to receive, we have lost over \$200 million to other Wallop-Breaux programs since the Trust Fund's implementation in 1985.

*The reauthorization process  
has its greatest success  
when all those who benefit  
from the Aquatic Resources  
Trust Fund agree.*

Therein lies NASBLA's desire to try to regain a reasonable and equitable share of the motorboat fuel tax for boating safety programs. Before asking other organizations about using 50 percent of the fuel tax for safety programs, we obtained the expected growth within all the revenue sources that comprise the Trust Fund. The estimates were supplied by the departments of the federal government that track and forecast revenues.

We then picked a baseline year for comparison of all the Sport Fish Restoration and Boating programs within Wallop-Breaux. The year 2001 was selected because that was the last year before additional motorboat fuel taxes began adding to the fund and a one-time anomaly that would add considerable revenue to the Sport Fish Restoration Account.

Returning for a moment to the "It's too good to be true" phrase, we find that using that baseline mentioned above and funding all existing boating-related and sport fish programs at their 2001 level and funding state boating safety programs at 50 percent of the motorboat fuel tax, there is still an increase in the programs within the Sport Fish account beginning the first year of fund dispersal after reauthorization (2004).

In short, there are no losers, and that makes for quite a sunny forecast. We all realize, however, that the reauthorization process is an uncertain one and has its greatest success when all those who benefit from the Trust Fund agree on the language contained in the authorizing legislation.

Many state boating law administrators (BLAs) manage all aspects of the boating programs within their respective states including access-related programs. In addition, the majority of the BLAs are a part of a natural resources agency that oversees the state sport fish programs.

Therefore, we have a high regard and interest for all those who participate in the rewards of the Wallop-Breaux alliance. Regardless of how the various programs are administered and

where the funds originate, you can rest assured that NASBLA is interested in the total picture.

But no matter what activities boaters prefer or engage in, our first line of concern is for their safety and the safety of those with whom they recreate. That is why we support the continued funding of all the boating programs but have centered our primary concerns on safety.

It's clear that reauthorization of Wallop-Breaux offers opportunity for a variety of aquatic programs, and with a forecast where nobody loses, let's all fix our coordinates on safety and ensure smooth sailing for all.

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## Support for **50/50** Split Grows

The National Association of State Boating Law Administrators (NASBLA) and the National Boating Safety Advisory Council (BSAC) continue building bridges in preparation of the 2003 reauthorization of the Aquatic Resources (Wallop-Breaux) Trust Fund. The organizations are attempting to acquire a 50/50 split of the federal fuel tax attributable to motorboat fuel between the Boating Safety and Sport Fish Restoration accounts. The list of organizations supporting the 50/50 split continues to grow.

- American Canoe Association
- American Council of Marine Associations
- American Sailing Association
- Marine Retailers Association of America
- National Association of Independent Insurers
- National Boating Federation
- National Recreational Boating Safety Coalition
- National Safe Boating Council
- National Sheriffs' Association
- National Water Safety Congress
- Personal Watercraft Industry Association
- SOS
- United States Power Squadrons
- U.S. Coast Guard Auxiliary
- U.S. Sailing Association

Organizations in blue are the most recent to join the list of supporters.



# Utah Cracks Down on Boating Under the Influence

By Kimberly Hermes

With a new law, Utah is cracking down on motorboat operators who drive under the influence. A law going into effect July 1, 2002, applies the state's driving under the influence statutes for motor vehicles to any person operating a motorboat.

This change makes state policy consistent when dealing with alcohol and any form of motorized transportation.

With more than 80,000 registered boats on Utah's waters in 2001, Rep. Loraine Pace (R-Logan) saw a need for increased safety and introduced legislation aimed at getting intoxicated boaters off Utah's lakes and reservoirs.

Introduced as House Bill 4, Motorboating and Boating Under the Influence Provisions, this act combines boating under the influence (BUI) provisions with driving under the influence (DUI) provisions. It also establishes certain moving boating violations and a minimum age for motorboat operators.

The law creates what could be the country's first prohibition on the operator of a motorboat from having an open container of an alcoholic beverage, according to Ted Woolley, Utah boating law administrator.

Under the new law, if a person is found guilty of boating under the influence on Utah waterways, he or she loses automobile driving privileges for the road (the same as the current penalty for operating an off-highway vehicle).

The law also implements the zero tolerance alcohol level for motorboat operators under age 21. Sixteen states and territories have a zero tolerance level for minors; seven states have set a limit of .04 or lower for the legal blood alcohol concentration level for minors.

The new law prohibits the owner of a vessel from knowingly permitting someone to operate the boat if that person is under the influence or exhibits reckless driving.

Operators under age 16 will be allowed to operate a motorboat only if accompanied on board and directly supervised by an adult.

The laws regarding operating a sailboat or a personal watercraft remain unchanged.

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A nautical definition listed by Merriam-Webster for the word "partner" is a good one to use in the world of boating safety, enforcement and education.

In the nautical sense "partner" refers to one of the heavy timbers used to strengthen a ship's deck to support a mast and is usually used in the plural.

As you'll see in the articles of this magazine, partnerships are vital to boating safety.

Numerous partners at the local, state and federal levels must work together to achieve their shared goal of ensuring safe and enjoyable boating for all who use our nation's waters.

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# Partnerships Vital to Recreational Boating Safety, Education

By Kimberly Hermes

Recreational boating takes place in a variety of forms. From bass anglers hurrying to their favorite places, families tooling around on pontoons and sportsmen using camouflaged boats to approach their quarry to drivers towing skiers behind go-fast boats, canoeists and kayakers enjoying the quiet solitude of rivers and individuals enjoying the speed and freedom of personal watercraft, recreational boating offers something for all walks of life.

While this variety is highly desirable, it creates difficulty for a single entity to navigate all facets of the activity. That's where partnerships come into play.

Partnerships may be formal coalitions and collaborative projects, or they may involve informal communications, outreach and involvement. No matter the type, each partnership hinges on educators.

The goal is to get messages regarding the partners' messages as publicized as possible. Therefore, partnerships work by providing the audience overlapping influences. In addition, partnerships offer support, encourage an exchange of ideas, enrich the learning experience, and contribute to a sense of belonging and relatedness.

The National Association of State Boating Law Administrators (NASBLA) is engaged in numerous partnerships with both public and private sector entities. These affiliations help NASBLA achieve its mission to ensure safe and enjoyable boating for all who use our nation's waterways.

## National Safe Boating Council

The National Safe Boating Council Inc. (NSBC) was organized in 1958 under the name National Safe Boating Committee. The NSBC presently has a membership of more than 300 U.S. and Canadian organizations, all with an interest in boating safety and education.

The purpose of the NSBC is to provide a forum for advancing and fostering safe and enjoyable recreational boating.

The NSBC membership is diverse, with approximately 65 percent of the membership

*Partnerships work by providing the audience overlapping influences. In addition, partnerships offer support, encourage an exchange of ideas, enrich the learning experience, and contribute to a sense of belonging and relatedness.*

being nonprofit organizations and 35 percent being for-profit organizations. In addition, more than 200 individuals have joined the council.

The NSBC is the foremost coalition for the advancement and promotion of safer boating through education. The mission of the NSBC is to reduce accidents and enhance the boating experience.

For more than 25 years, the NSBC has produced the National Safe Boating Week Campaign, now known as the North American Safe Boating Campaign, with funding from the Aquatic Resources (Wallop-Breaux) Trust Fund through a grant administered by the U.S. Coast Guard.

In recent years, NSBC has partnered on the campaign with NASBLA, the Canadian Coast Guard and the Canadian Safe Boating Council to reduce injury and property damage by enhancing safe boating practices of the public.

## National Water Safety Congress

The National Water Safety Congress (NWSC) is a nonprofit organization committed to taking leadership in addressing water-related recreation accidents and drowning throughout the nation. The Congress was organized in 1951 in response to a growing number of recreation-related drownings.

NWSC maintains that there are two basic approaches to reducing fatalities, injuries, and property damage related to water recreation: education and enforcement.

Membership includes water safety specialists from federal, state and local governments, water/flood control authorities, water-oriented utility companies, public safety agencies, manufacturers and concerned citizens who are interested in promoting recreational boating and water safety.

The purpose of the National Water Safety Congress is to promote and further the cause of boating and water safety throughout the nation.

Together, the National Water Safety Congress and the National Safe Boating Council coordinate the annual International Boating and Water Safety Summit (IBWSS) with partial funding from the Aquatic Resources (Wallop-Breaux) Trust Fund through a grant administered by the Coast Guard.

The event draws a varied audience of approximately 500 participants representing volunteer organizations and law enforcement officials, regulatory boating representatives and water safety educators from federal, state and local offices. The goals are to influence the safer use of water resources through improved public education and more efficient means of transferring information and to provide a forum for boating and water safety professionals to exchange information and ideas.

## American League of Anglers and Boaters

Formed in 1982, the American League of Anglers and Boaters (ALAB) is a vigilant patron of the Aquatic Resources (Wallop-Breaux) Trust Fund and its Boat Safety and Sport Fish Restoration accounts.

ALAB is a strong alliance of the nation's most important recreational boating and fishing advocacy organizations.

Members include federal and state agencies, nonprofit organizations, businesses, corporations and individuals seeking improvements in the scope and health of the nation's aquatic resources and expansion of opportunities for responsible use by the fishing and boating publics.

**FOR MORE INFORMATION ABOUT THESE ORGANIZATIONS, VISIT THEIR WEBSITES AT THE ADDRESSES BELOW.**

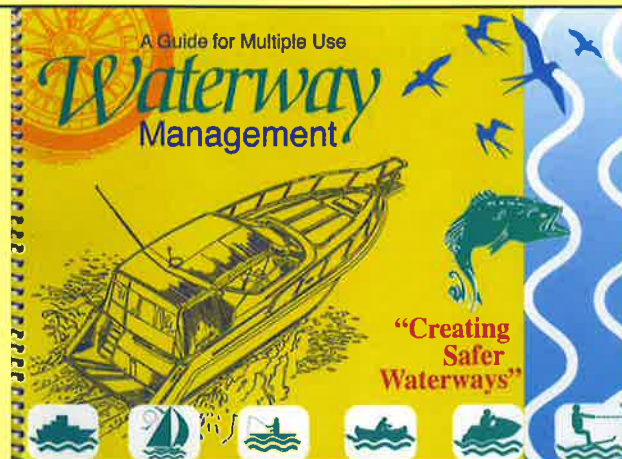
BoatU.S. Foundation for Boating Safety and Clean Water	.....	<a href="http://www.boatus.com/foundation">www.boatus.com/foundation</a>
National Safe Boating Council	.....	<a href="http://www.safeboatingcouncil.org">www.safeboatingcouncil.org</a>
National Water Safety Congress	.....	<a href="http://www.watersafetycongress.org">www.watersafetycongress.org</a>
United States Power Squadrons	.....	<a href="http://www.usps.org">www.usps.org</a>
U.S. Coast Guard Auxiliary	.....	<a href="http://www.cgaux.org">www.cgaux.org</a>



# Multiple-Use Waterways Management Guide Advisory Committee

The nation's waterways offer a wide range of uses beyond facilitating transportation and offering water supplies, notably providing outdoor recreation such as swimming, fishing, sailing, motor boating, water-skiing and the like.

With such varying uses, it would be impossible for a single entity to decide how best to manage the waterways. The National Water Safety Congress, in partnership with NASBLA, called together representatives from various groups to discuss the issues facing waterways management. Through a grant from the Aquatic Resources Trust Fund, this committee is updating the *Guide for Multiple Use Waterway Management*, last printed in 1996.



This new partnership, dubbed the Multiple Use Waterways Management Guide Advisory Committee, involves representatives of NASBLA; the U.S. Army

Corps of Engineers; the Tennessee Valley Authority; the Connecticut Department of Environmental Protection; the Ohio Department of Natural Resources; the Personal Watercraft Industry Association; Boater101, an online boater education and safety program; and Gona & Associates, a consulting firm.

The 2002 edition of the *Guide* will focus on the issues surrounding multiple-use waterways and the management of them. The publication will serve as a valuable resource

tool for resource managers, regulators and planners at the regional, state and local levels by offering guidance and possible management tools.

ALAB members work together to support, protect and maintain the Aquatic Resources Trust Fund. They are dedicated to this "user-pays/user-benefits" legislation which provides almost \$480 million annually in funding for U.S. Coast Guard recreational boating programs, boating infrastructure and Clean Vessel programs and in matching grants to states for sport fish research and enhancement, boating access, aquatic education, outreach efforts and multi-state grant programs.

The group provides recommendations on managing and improving the boating safety and sport fish restoration programs through the reauthorization process which occurs every six years in Congress. A formal ALAB position recommending changes to Wallop-Breaux programs must be by consensus and unanimous. If a single member organization objects to a proposal, ALAB has no stated position.

ALAB provides a forum that looks at the many successes of the programs that comprise the Wallop-Breaux Trust Fund. The organization also provides an opportunity to discuss the future opportunities, needs and changes which may benefit the fund.

ALAB is dedicated to a fair and equitable balance between the needs of the recreational boating and fishing communities and the resources benefiting from the many elements that comprise the Wallop-Breaux Trust Fund.

**United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX)**  
Organized in 1914, the United States Power Squadrons is a nonprofit, educational organization dedicated to making boating safer and more enjoyable by teaching classes in seamanship, navigation and related subjects.

USPS has about 70,000 members organized into 450 squadrons across the country and in some U.S. territories. Each squadron's activities involve the three primary objectives of USPS: community service, continuing education, and enjoying the friendship and camaraderie of our fellow members.

The U.S. Coast Guard Auxiliary is the civilian volunteer arm of the United States Coast Guard – 35,000 men and women who donate their time and expertise to support the Coast Guard and improve boating safety.

Since its creation by Congress in 1939, the Auxiliary has served as the civilian, non-military component of the Coast Guard. Today, the volunteers are active on the waterways and classrooms in over 2,000 cities and towns across the nation and teach more than 6,000 boating and water safety courses.

The USPS and USCGAUX have benefited boaters for many decades as the National Safe Boating Week Campaign coordinators in their local communities.

With the support of the Coast Guard, the USPS and the USCGAUX have joined forces on several initiatives that benefit the boating public. The first major success was to partner in teaching safe boating education courses across the nation. They then combined efforts to examine over a million vessels annually through the Vessel Safety Check Program and introduced America's Boating Course to the nation's boaters who prefer taking courses by computer.

## BoatU.S. Foundation for Boating Safety and Clean Water

The BoatU.S. Foundation has promoted recreational boating safety to a nationwide

audience since 1981 as a leader in developing new and innovative ways to educate boaters. In 2000, the Foundation added environmental education to its array of messages, delivering practical ways for boaters, anglers and other waterfront user groups to be environmentally friendly.

The Foundation's mission is to promote safe and environmentally sensitive boating, with the purpose of reducing accidents and fatalities while increasing stewardship of the nation's water resources.

The organization's projects provide a variety of educational opportunities, and their initiatives are designed to attract and target all types of boaters, especially those in high-risk populations.

For instance, the Foundation's Emergency Position Indicating Radio Beacon Rental Program provides off-shore boaters a low-cost alternative to purchasing the expensive safety devices. The Life Jacket Loaner Program for Kids has provided more than 10,000 free children-sized life jackets to marinas, boating organizations and state agencies during the past five years.

The Foundation produces environmental education materials including brochures on littering, sewage pump-out and preventing small fuel spills. The Foundation works with states to develop Clean Marina programs and education programs for boaters, anglers and marinas.

The Foundation's funds come primarily from donations by individual boaters, as well as corporate, government and charitable foundation grants.

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# Partnerships Help State Agencies Enhance Boating Programs

State organizations often work very closely with other groups to promote various boating programs, particularly those dealing with boating safety. These partnerships are based on sharing resources, whether they are law enforcement tactics, educational activities, financial assistance, knowledge or information systems.

As Jeff Decker, boating education coordinator with the Virginia Department of Game and Inland Fisheries, stated, "An old adage states the measure of one's wealth lies not in their bank account but rather in the strength of the friendships they have nurtured throughout life's journey. Like friendships, the partnerships that have been developed between local and national boating safety communities and the Virginia Department of Game and Inland Fisheries are invaluable." This holds true for partnerships entered into by state agencies across the nation.

## Virginia

Virginia attracts large numbers of boaters who join the U.S. Coast Guard Auxiliary (USCGAUX) or the United States Power Squadrons (USPS). Since both organizations focus on promoting safe boating, strong partnerships were formed during the early 1980s between these two premier volunteer boating safety organizations and the Virginia

Department of Game and Inland Fisheries (VDGIF).

### Coordinating boating safety

An information system was established in the 1980s that included members of the USCGAUX and the USPS to assist in coordinating boating safety education activities throughout Virginia. VDGIF also established a certified boating safety instructor program that offers a direct line of communication with members of both organizations. Virginia is also very fortunate to have strong working relationships with past senior leadership of the USCGAUX and the USPS.

Within the past two years, VDGIF signed Memorandums of Understanding with the U.S. Coast Guard, the USCGAUX and the USPS extending the mutual coordination of the recreational boating safety (RBS) program within the commonwealth. VDGIF attends the annual district conferences of both groups and sees these meetings as a true partnership,

whereby all parties mutually benefit from the strength of one another.

### Safety among paddlesport enthusiasts

VDGIF recently formed a partnership with the local paddlesport community. Cooperatively, VDGIF and the Virginia Professional Paddlesports Association co-sponsored a statewide symposium to increase safety. The event was very successful and has enhanced discussions between these organizations.

### Sharing knowledge

Those involved with Virginia's boating education program often seek advice or clarification on topics affecting RBS from members of the U.S. Coast Guard Office of Boating Safety, National Safe Boating Council, U.S. Coast Guard Maritime Law Enforcement School, National Water Safety Congress and other state boating safety education offices. These organizations provide invaluable assistance to the VDGIF boating safety program and the commonwealth of Virginia.

## Nevada

The Nevada Division of Wildlife (NDOW) works very closely with several organizations to promote boating safety. This is especially true in southern Nevada where the popular boating destinations of Lake Mead, Lake Mohave and the Colorado River at Laughlin are located. These interstate waters form the state line between Nevada and Arizona and are located almost entirely within the Lake Mead National Recreation Area. These overlapping



The Virginia Department of Game & Inland Fisheries (VDGIF) works closely with various organizations to promote boating safety, including the U.S. Coast Guard Auxiliary and the United States Power Squadrons. Above, VDGIF Boating Education Coordinator Jeff Decker presents Virginia's Volunteer Instructor of the Year Award to Betty Lamons during a U.S. Coast Guard Auxiliary function. Photo courtesy Virginia Department of Game & Inland Fisheries



Game Warden Tyler Turnipseed, Nevada Division of Wildlife (NDOW), teams up with Ranger Mindi Lane, National Park Service, during a multi-agency OUI checkpoint on Lake Mead. These checkpoints illustrate one way NDOW collaborates with other agencies to promote boating safety. Photo courtesy Nevada Division of Wildlife



jurisdictions create a situation where cooperation between agencies is essential, especially in terms of law enforcement efforts.

### ***OUI checkpoints***

Every summer several operating under the influence checkpoints are held at various locations from Laughlin in the south to Overton Landing in the north. Officers from NDOW, National Park Service (NPS) and Arizona Game & Fish Department (AZGF) team up to run the checkpoints where several arrests are made each year. The agencies also take turns organizing the events. In most cases, officers team up with those from one of the other agencies to form multi-agency teams.

### ***Search and Rescue***

It is very common for NPS dispatch to receive distress calls. Officers from NDOW, NPS and AZGF often work together conducting search and rescue operations with NPS dispatch and the central communications point.

### ***Boating accidents***

As with other activities, the three agencies frequently join forces when responding to boating accidents. This is extremely important when injuries are involved. NDOW officers are certified in basic first aid whereas NPS officers are often EMT-certified. NDOW can provide basic assistance, and NPS can provide additional assistance where injuries are severe.

### ***Education***

NDOW collaborates with the local USCGAUX and USPS to educate the boating public. NDOW officers may attend and help teach classes taught by the Auxiliary or Squadron. These groups also work together during courtesy ramp inspections, at boat shows and at other education venues. These partnerships are critical for reaching as many boaters as possible with the safe boating message.

## **Ohio**

With Ohio being a highly popular boating destination, the state's Division of Watercraft is pledged to protect, dedicated to serve, and committed to educate boaters. The Ohio Department of Natural Resources (ODNR) collaborates with organizations such as the USPS, the USCGAUX, the National Safe Boating Council, BoatEd and the BoatU.S. Foundation. In addition, local communities partner with ODNR's Division of Watercraft



*The Ohio Department of Natural Resources is committed to educating the many boaters that visit the state's waterways. To accomplish its goal of improving boating education the agency collaborates with several organizations to assist in law enforcement, provide funds for education and keep the waterways clean. Photo courtesy Ohio Department of Natural Resources*

and its partners to improve boater education opportunities.

### ***Aiding law enforcement***

To provide increased law enforcement and education efforts, the division partners with several local law enforcement agencies statewide to provide financial grant assistance and equipment to support marine patrols.

In 2001, the Division of Watercraft awarded \$500,750 in marine patrol grants to 28 Ohio law enforcement agencies. Additionally, five replacement outboard motors and one patrol boat with an engine and trailer were issued to five law enforcement agencies through the marine patrol equipment loan program.

By partnering with local marine patrols in enforcement and education activities, Ohio's watercraft agency is better able to serve boater needs and keep waterways a safe place to enjoy recreational boating.

### ***Providing grants for education***

Ohio's watercraft agency has provided a total of \$356,961 to 30 recipients this year through its

Boating Safety Education Grant Program. Most of these grants go toward teaching boater education courses, including the ODNR's standard 8-hour course and the NASBLA course. Grants also go toward providing instruction on canoeing, kayaking and sailing and to help promote National Safe Boating Week and Ohio's Take Me Boating program, a retention/recruitment program in coordination with the Recreational Boating & Fishing Foundation.

### ***Keeping waterways clean***

The Division of Watercraft receives funding from its internal agency partner – the Division of Recycling and Litter Prevention – to help keep Ohio waterways clean. The Division of Watercraft uses the grant funding to administer Ohio's Waterways Sweep and Adopt-A-Waterway programs.

Working with various community-based action groups and the Ohio River Valley Water Sanitation Commission (ORSANCO), the Division of Watercraft annually enlists the support of thousands of volunteers to help remove litter from inland waterways.

In 2001, volunteers across the state expended 15,230 hours during 66 waterway cleanup events and removed 33,500 pounds of trash from 380 miles of waterways and shorelines. An additional 11,678 30-gallon trash bags full of stream litter also were collected and removed.

The largest of the cleanup efforts is the Ohio River Sweep coordinated by ORSANCO and the ODNR. The event is scheduled for June 15, 2002, and will encompass the entire 1,962-mile length of the Ohio River from Pittsburgh, Penn., to Cairo, Ill., plus many of its tributaries.

Last year's event included over 23,000 volunteers from public organizations, recreational clubs and civic groups in Pennsylvania, Ohio, West Virginia, Kentucky, Indiana and Illinois who collected and removed more than 13,000 tons of trash and debris from the banks of the Ohio River.

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# Zodiac President Honored for Service to Boating Industry

By Kimberly Hermes

A recipient of the 2002 Charles F. Chapman Memorial Award, Jean-Jacques "J.J." Marie, president of Zodiac of North America, has been recognized as an invaluable asset to the boating industry.

Annually awarded by the National Marine Manufacturers Association (NMMA), the Chapman Award acknowledges consistent promotion and protection of the sport of boating resulting in benefits to both the industry and the public and honors the memory of *Motor Boating* magazine's former editor and publisher, and boating activist, Charles F. Chapman.

NMMA President Thom Dammrich stated, "[J.J.] has made great strides over the years in gaining recognition and respectability for inflatables as fun, affordable, safe recreational boats. His extensive involvement in NMMA and other boating organizations and his ongoing efforts to educate the boating media and the boating public have changed the perceptions and expanded awareness of this sector of the boating industry."

Marie's career in boating began when he joined the French Merchant Marine and followed him during service to the French Navy where he gained extensive knowledge of inflatable boats.

After serving in the navy, Marie took a break from boating and tried other ventures. He worked for Heublein, a manufacturer of wine and spirits in Connecticut. He worked his way up to president of Heublein-Japan, a subsidiary he formed. In 1976, Marie moved to New York to serve as territorial director for the well-known cosmetic and fragrance company Estee-Lauder.

However, boating was in Marie's blood and he returned to this passion by becoming a marine dealer in New England. Using his knowledge of

inflatable boats, Marie opened a ship store in Connecticut in 1977. He subsequently became the largest inflatable boat and Zodiac dealer in the world, with four locations in New England, involving sales, rentals, leasing and service of inflatable boats and life rafts.

In 1984 Marie joined the Zodiac Groupe and worked his way through the ranks in the inflatable boat industry, first as president of Zodiac Canada, a company he started in Toronto, Ontario, then as president of Zodiac Hurricane in Vancouver, British Columbia (a manufacturer of professional and military ribs).

Since 1990, he has served as president of Zodiac of North America, a supplier of

Working in the marine business for 28 years, Marie understands the need for boating education and the importance of boating safety.

"Through the nature of the business, I have become aware of the many missing elements in boating, including education and equipment needs."

Marie feels that the main issue facing boating safety today is the lack of education. In addition, he sees that the inconsistencies among state regulations are frustrating for all involved in boating safety. Marie stated that a way to improve boating safety would be to implement mandatory boating education in all states and to have the regulations be consistent nationwide.

Marie took it upon himself to begin promoting safety through Zodiac, a manufacturer of life rafts and safety equipment. He began making sure everyone in Zodiac's advertisements wore personal flotation devices. For this effort, he earned the National Association of State Boating Law Administrators Public Service Award in 1998.

As a member of several boating safety organizations, including the National Boating Safety Advisory Council (BSAC), National Safe Boating Council and U.S. Marine Safety Association, an organization of marine safety equipment manufacturers and professionals, Marie has become further involved in boating safety and education.

Marie is the recipient of two Coast Guard public service commendations, the Underwater

Demolition Teams/Sea, Air, Land (UDT/SEAL) Association Distinguished Superior Service Award and is a knight of the French Legion of Merit as well as knight of the Legion of Honour, France's highest decoration.

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*For his devotion to boating safety and education, J.J. Marie, president of Zodiac of North America, has been recognized as an invaluable asset to the boating industry. Photo courtesy Zodiac of North America*

inflatable boats, rigid inflatable boats and life rafts to the U.S. Navy, U.S. Army, U.S. Coast Guard, U.S. Special Services, state and municipal agencies, as well as to the leisure market in the United States, Canada, Central America and the Caribbean.

## NASBLA Honored with Boating Safety Award

The United States Power Squadrons (USPS) awarded the National Association of State Boating Law Administrators (NASBLA) with the prestigious USPS/U.S. Coast Guard Charles F. Chapman Boating Safety Award.

The Chapman safety award is presented annually to individuals, organizations and associations which have made a significant contribution to boating safety.

NASBLA was awarded the honor for the many safe boating programs organized by the association since its formation in 1958, including national educational standards, accident investigation training, safety advocacy, boating law reference manuals, and laws, policies and consensus-building.

The USPS also presented Chapman awards to the U.S. Army Corps of Engineers and the United States Sailing Association for each organization's contributions to boating safety.



## Utah Boating Rangers Transport Olympic Flame

Nothing, not frigid winter air, foggy conditions or floating sheets of ice, could dampen the Olympic spirit and excitement of the nine Utah Boating Rangers selected to carry the Olympic flame across the salty waters of the Great Salt Lake February 6, 2002.

Utah Boating Coordinator and former NASBLA President Ted Woolley and Great Salt Lake State Marina Boating Ranger Bob Rosell captained *Rescue One*, which carried the Olympic cauldron and flame. Utah State Parks and Recreation Director Courtland Nelson lit the cauldron aboard *Rescue One*. With torch in hand, Nelson declared that he was carrying the torch for all Utah State Parks and Recreation employees.

Woolley and Rosell then began their 30-mile journey, transporting the flame from the south shore of Great Salt Lake to the northernmost point of Antelope Island State Park, flanked by five other Utah State Park patrol boats. Captains and co-captains Bob Foote, Chris Haller, Dave Harris, Laurie Lovato, Curtiss Sinclear, John Sullivan, Ron Taylor and Randy Thomas helped break the icy surface, which is extremely unusual on the Great Salt Lake due to its high salinity. These Boating Rangers safely delivered the flame to its destination.

Curtiss Sinclear, manager of two boating parks in eastern Utah, declared the day the highlight of his 20-year career.

Upon arriving at Antelope Island State Park, *Rescue One* and the State Park patrol boats were greeted by the Clinton and Syracuse City Fire Departments, which sprayed an arch of water from their fire engines. A cheering crowd of

3,000 gathered at the Antelope Island marina as the flame arrived. Hundreds went aboard *Rescue One* to have their photograph taken with the cauldron and flame.

"It was a great honor to carry the Olympic flame and a very emotional day," stated Woolley. "Hearing the school children sing, seeing the excited faces of everyone, then watching the flame carried away by a torchbearer...it was an incredible day."

Woolley worked with National Safe Boating Council to prominently display the safe boating message, "Boat Smart From The

Start...Wear Your Life Jacket," on both sides of each boat. To reinforce the safety message, all passengers onboard wore a special Olympic Torch Relay life jacket provided by Stearns Inc. National and international media coverage included NBC and CNN. In addition, all local television stations covered the event and photographs appeared on the front page of all major Utah newspapers.

*(Editor's note: For another photo of this historic event, be sure to see the front cover of this magazine.)*

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Utah State Parks and Recreation Director Courtland Nelson approaches *Rescue One* with the Olympic torch. Thirty miles of the flame's 1,050-mile journey through Utah were aboard this state marine patrol boat.  
*Photo courtesy Utah Division of Parks & Recreation*

## Ohio Watercraft Officers Credited with Saving 87 Lives

Watercraft officers are credited with saving the lives of 87 persons last year on the state's waterways, compared with 65 lives saved in 2000, according to the Ohio Department of Natural Resources (ODNR) Division of Watercraft.

The lives saved represent those persons who probably would have died if a watercraft officer had not been on scene and rendered immediate assistance to persons who may have sustained a heart attack, hypothermia, fire, explosion, serious injury, exhaustion from swimming, or other critical incident, including boating accidents.

Additionally, state watercraft officers protected from loss or damage an estimated \$671,289 in property, recovered 51 stolen vessels valued at \$363,300, and performed more than 23,000 watercraft inspections.

In terms of boating education, the Division of Watercraft provided instruction to 4,400 people through 263 course sessions. These include 100 Ohio Boating Education Course sessions, 13 other certified skill development courses, 52 courses taught through agreement with the U.S. Coast Guard Auxiliary and 98 courses taught through agreement with U.S. Power Squadrons. Watercraft officers also made 160 presentations last year that reached a collective audience of more than 11,000 people.

The 2001 Ohio boating season was reported as the fifth safest on record with 19 fatalities recorded. The figure represents a decline from the 25 boating fatalities that occurred in 2000.

According to ODNR, 14 of 19 fatality victims last year were not wearing an approved life jacket and 13 died as a result of drowning. The

average length of boats involved in fatal accidents last year measured 17 feet. Fatality victims were on average 41 years old.

Ohio had 414,825 registered watercraft last year according to a preliminary total.

The ODNR Division of Watercraft administers Ohio's boating program. The division oversees boat registration and titling operations, enforces boating laws on Ohio's waterways, educates the public, and provides funding to local communities for education, enforcement and boating facilities. These programs are user-funded through boat registration fees and through a portion of state and federal motor fuel taxes.

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## Rhode Island Officers Illustrate Effects of Alcohol

The Rhode Island Department of Environmental Management (DEM) Division of Law Enforcement teamed up with the Rhode Island Marine Trade Association (RIMTA) to remind people about the dangers of drinking and driving, whether on the road or the water.

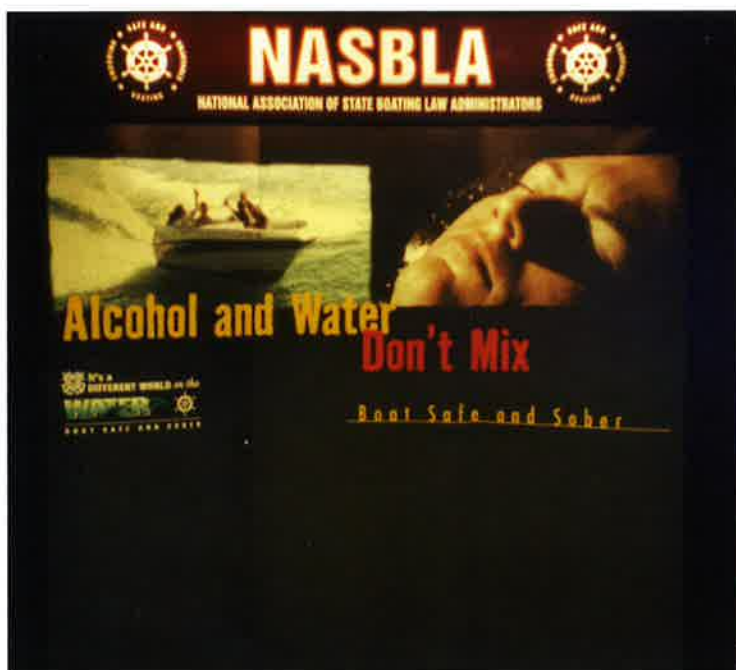
RIMTA shared its booth space with DEM at the Providence Boat Show in January. In addition to the division's regular informational booth and display, law enforcement officers also operated a Boating While Intoxicated/Fatal Vision display.

Using the National Association of State Boating Law Administrators' (NASBLA) display and Fatal Vision™ goggles, the officers illustrated to boat show visitors what it could be like to drink and boat. The officers encouraged people to try on the goggles and take a field sobriety test. "Walking the line" became one of the biggest challenges of the show. Officers were surprised at the positive reception the display received and enjoyed the interaction generated by the display.

RIMTA Executive Secretary Sharon McNamee stated that keeping boating a safe, enjoyable sport is in the best interest of everyone and that RIMTA supports "safe, sober boating."

Steve Hall, chief of the Division of Law Enforcement and president of NASBLA, stated, "It's a winning combination: People coming to the boat show could renew their boat registration, get the latest information on new boating laws and regulations, get information on local boating safety courses, and find out about the dangers of boating under the influence of alcohol. I would like to thank the Rhode Island Marine Trade Association for sharing their booth with us. It conveys a strong message to the boating public that alcohol and boating don't mix."

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*The National Association of State Boating Law Administrators loans this Boating While Intoxicated booth to states for use at boat shows, safety fairs and other events. Staff photo*

### It's a Different World... *on the water*

The U.S. Coast Guard Office of Boating Safety, in conjunction with the National Association of State Boating Law Administrators (NASBLA), has developed an exhibit booth on the effects of boating under the influence.

The booth includes Fatal Vision™ goggles which users can wear to simulate the physical impairment one faces when under the influence of drugs or alcohol.

The booth is available (on a first-come, first-served basis) for loan to states to use at boat shows, safety fairs and other venues.

States are responsible for paying shipping and insurance from NASBLA headquarters to the state agency and for return shipping and insurance – approximately \$100 each way in the continental United States.

To reserve the booth, please contact Joan Minton at [joan@nasbla.org](mailto:joan@nasbla.org) or call her at the NASBLA headquarters at 859.225.9487.

## Unique Website Offers Wealth of Information

Increasingly crowded waterways have resulted in disputes among boaters and shore-based recreationists or residents. These concerns include overuse, increasing speeds, noise, environmental effects and irresponsible use practices. Personal watercraft, in particular, seem to generate more controversy than many other boat types, possibly due to a combination of non-traditional use patterns and a rapidly increasing user population.

To help resolve disputes related to waterway use, the United States Power Squadrons and Kawasaki Motors Corp., U.S.A., are cooperatively maintaining a website pertaining to waterways management, including issues relating to the use of personal watercraft (PWC).

Designed for public officials, property owners, boaters and members of the news media, the

Personal Watercraft Conflict Resolution website was founded in 1997. The site, [www.usps.org/national/pwc](http://www.usps.org/national/pwc), contains sections on public safety and education, PWC case studies and negotiated rulemaking in addition to a PWC toolbox and links to other relevant PWC websites.

While some safety-conscious rental operators have implemented self-regulating restrictions and PWC clubs have organized 'water wise' weekends and lake watches, such an extensive database appears unique.

"To my knowledge, this is the only website of its kind," said Jennifer Wheeler, PWC Conflict Resolution website project manager. "With the availability of the site, we've seen remarkable improvements in safety from simple signage to statewide boating certification."

Updated monthly, the case studies section includes dozens of reports illustrating solutions to user conflicts. Case studies cover PWC education, mitigation, public safety, rental operations, public relations, waterway planning, boating certification and environment.

The section on negotiated rulemaking offers advice on how citizens can work together toward mutually advantageous decisions. The PWC toolbox includes the boating law administrator directory, an overview of the National Association of State Boating Law Administrators (NASBLA) regulations, the NASBLA Model PWC Act, suggestions for ramp signs and a safety checklist.

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## Eagle Scout Puts Boating Message on Wheels

Nevada's boaters will soon see boating safety messages on the move throughout the Las Vegas area. Thanks to Korey Robinson, an Eagle Scout from Henderson, Nevada, the Nevada Division of Wildlife (NDOW) will be able to post its safe boating message at a variety of locations.

Every Eagle Scout candidate is required to complete a service project that provides a long-

term benefit for his community. For his Eagle Project, Robinson built a portable billboard for the NDOW Boater Education Program. The billboard frame is designed so pre-painted message boards can be easily changed as the need arises.

"This will give us great flexibility in getting our message to the boating public," said David Pfiffner, NDOW supervising game warden.

"Korey did an excellent job and should be commended for his efforts."

Robinson, 17, designed the trailer himself and built it with the assistance of his father and brothers. Materials for the project were donated by Steel Engineers Inc. and Home Depot.

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## IAMI's New President Aims to Improve Organization

In January 2002 Patrick M. Rowland was elected president of the International Association of Marine Investigators (IAM). Rowland said that IAM's goals for this year are to build a stronger, more active organization. He plans to accomplish this by taking the following actions:

- ❖ Develop and produce an IAM investigator's pocket guide.
- ❖ Develop and implement a certification program for training.
- ❖ Develop and refine Standard Operating Procedures (SOP) for all IAM officers and committee chairs.
- ❖ Pursue along with other boating organizations, both national and international, the implementation of the 17-digit HIN globally.
- ❖ Develop and implement a marketing plan to ensure future global growth of IAM as well as strengthening partnerships with other organizations.
- ❖ Expand the current instructor certification, tapping into the expertise within the membership.
- ❖ Keep the lines of communication open and flowing freely.

"These can't be just the goals of a few; they can only be realized by utilizing the best assets within any organization: the Membership," said Rowland during IAM's annual meeting in January. He then reminded the attendees, "Every one of you is responsible for making IAM a reality. Remember IAM is your organization and will continue to grow and strengthen in the years ahead through your commitment to it."

The new president encouraged all members to participate in committees and to consider running for an IAM elective office.

### RESOLUTIONS

The IAM membership discussed and adopted the following resolutions:

#### Resolution One

Reiterates IAM's position regarding the implementation of a policy using the 17-digit HIN as the unique number for the vessels subject to documentation, numbering or titling.

#### Resolution Four

IAM recommends support of a 75/25 federal to state matching formula for the Boat Safety Account and recommends support of an acceptable "maintenance of effort" clause for the Boat Safety Account to create a baseline state funding level that future boating safety efforts will be built upon.

#### Resolution Five

IAM recommends and supports a 50/50 split of the federal motorboat fuel taxes between the Boat Safety Account and the Sport Fish Restoration Account for the reauthorization of Wallop-Breaux in 2003 and permanent, indefinite appropriation of the recreational boating safety funds.

### AWARDS

The following individuals received honors for 2001 Investigators of the Year:

**Law Enforcement:** Sgt Peter C. Woods, Police Officer James Beck and Police Officer Michael Murphy of the New York Police Department, and Peter Gionet of the New York State Office of Parks, Recreation and Historic Preservation.

**Non-Law Enforcement:** Don Bellante of the Royal Insurance Company and Todd Schwede of Todd and Associates.

### PARTNERSHIPS

Rowland stated, "I strongly believe in IAM and will strive to make it even better. For this, I depend on the Board of Directors as well as the membership for support and feedback. **Together Everyone Achieves More**, so let's make this a team effort."

An important part of acting as a team is to work with other organizations. IAM partners with several organizations, including the National Association of State Boating Law Administrators.

For the last several years IAM has worked with NASBLA and participated on their Numbering & Titling, Boating Accident Investigation Reporting & Analysis, and Law Enforcement committees. During the 2001 NASBLA annual meeting, a Memorandum of Understanding (MOU) was executed by both

organizations to support each organization's respective missions.

Another partner IAM values is the Florida Marine Intelligence Unit (FMIU). This statewide, not-for-profit organization within the state of Florida is dedicated to training and education, protecting the environment, boating safety programs, and combating marine theft and insurance fraud. In March 2001, an MOU was executed between FMIU and IAM to work cooperatively to ensure that the programs they sponsor will benefit boaters and boating organizations.

IAM has a variety of private industry partners including insurance companies, information exchanges, marine surveyors, marine manufacturers, and a host of other law enforcement services and marine industry businesses. IAM has had a successful partnership using tools provided by these partners in facilitating the exchange of information among members as well as the recovery of stolen boats and motors. IAM is in full support of its private industry partners and encourages others to join the association.

IAM values the assistance provided by the personnel at the U.S. Coast Guard Reserve Training Center in Yorktown, Va., particularly those involved with the Marine Patrol Officers Course (MPOC). For the last several years, IAM has conducted a one-day block of instruction to cover basic vessel identification and marine investigations. That time has also provided the opportunity to interact with federal, state and local water patrol personnel from around the United States and the Pacific Rim.

Rowland said, "IAM looks forward to our continued partnerships with the above organizations and hopes to expand encompassing new partners in the future to further our cause in combating marine crime."

For more information about the International Association of Marine Investigators, visit the organization's website at [www.iamimarine.org](http://www.iamimarine.org).

## Instruments for Boating Safety

Commodore Warren E. McAdams, USCGAUX, National Directorate Commodore

Partnerships come in many forms and serve a variety of purposes. For example, the U.S. Coast Guard has Memorandums of Understanding (MOUs) with each of the states. One function of these documents is to describe how each organization will divide responsibilities on various waterways.

The U.S. Coast Guard Auxiliary also has written agreements with states to better define how recreational boating safety (RBS) missions will be accomplished. In particular, these agreements indicate how the Auxiliary and a given state will be mutually supportive in carrying out public education missions.

Written agreements can take many forms and sport various names. In the Auxiliary, in addition to MOUs, we use vehicles including Memorandums of Agreement, Letters of Agreement and Letters of Intent. Depending on which groups are involved, agreements can range from voluntary tasks to binding contracts. A key feature is that any of these instruments serves to record a meeting of the minds between organizations.

These various agreements represent a healthy trend in the field of recreational boating safety. For years there have been a large number of groups working to improve boating safety results, i.e., save lives and reduce accident rates.

Too often the advocates of boating safety were working independently and not recognizing similar efforts by other groups. Most groups are results-driven and it is not always easy to see how cooperation with another group may be beneficial.

In recent years this has changed as groups have ventured into cooperative relationships. This trend signals recognition that results may be better when groups combine forces to address issues. In fact, groups that had been acting as competitors usually discovered that more could be gained by working together.

The focus should be to increase the effectiveness of what we are trying to accomplish: Improve boating safety results. Hopefully we are now in the mode of sharing approaches and looking for ways to combine forces to do a better job. Part the Auxiliary experience that encourages cooperative relationships stems from working with the various states.

Operation BoatSmart agreements offer additional possibilities. Beyond the five original partners, several other organizations have signed Memorandums of Agreement in

support of this RBS initiative. Now under consideration is a streamlined approach to signing on new partners by having them formally agree to support the original partnership arrangement. This approach can serve to maintain focus on the main goals and speed up the process of bringing additional organizations on board.

In general, cooperative relationships work well. However, agreements need to be periodically tested and renewed. There is personnel turnover on both sides of any arrangement and a written agreement can be a good starting point for those new to a particular work scene. Also, where parties may have drifted apart on some issues a review of a cooperative agreement can get folks back on track, with the same or revised activities.

Mandatory education requirements in some states have generated examples of approaches that need to be re-examined from time to time. There is no disagreement the Auxiliary should teach boating safety courses.

However, there is a question as to whether the Auxiliary instructors should teach an Auxiliary course or a given state's boating safety course. For the Auxiliary units there are financial considerations to be weighed in deciding which course to teach. In one state the issue has been addressed by utilizing the state course primarily for financially challenged groups. In addition, in this example the state publicizes the aggregate numbers when announcing public education results.

Granted, some agreements may turn out to be window dressing that looks good but accomplishes little. However, there are many agreements that have fostered stronger partnerships and improved results. If nothing else, the dialogue that leads to an agreement is invaluable for getting various folks on the same page. Agreements can serve as good vehicles for communication of desired results to field units that are engaged in implementation activities.

Cooperative agreements do take time to organize and some compromises may be involved. However, where parties engage in positive, forward-looking dialogue better results in recreational boating safety are a likely outcome. Let's talk.

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## NMMA CONTINUES TO SUPPORT BOATING SAFETY

By Mick Blackstone, Vice President  
National Marine Manufacturers Association

The Board of Directors and the National Marine Manufacturers Association (NMMA) Government Relations Committee and staff have made a commitment, once again, to move with enthusiasm to support the National Association of State Boating Law Administrators (NASBLA) and the organization's boating safety initiatives in 2002.

In January, Elinor Boeke with the Personal Watercraft Industry Association (PWIA) and I met with the National Recreational Boating Safety Coalition to discuss its legislative agenda regarding topics including personal flotation device (PFD) wearage for children under 12 years of age, boating while intoxicated, mandatory education and Wallop-Breaux reauthorization.

Later that month, NASBLA Executive Director George Stewart and Earl Waesche of the National Boating Federation met in the NMMA offices to discuss in detail their goals for Wallop-Breaux reauthorization. We will expound on these details with our colleagues at the American League of Anglers and Boaters (ALAB) to be ready when the rubber meets the reauthorization road in early fall.

NMMA staff working with state and federal legislation in our Government Relations department, our Marina Operators Association of America, PWIA, the Personal Flotation Device Manufacturers Association (PFDMA), and the Trailer Manufacturers Association are all making safety a priority. Our Discover Boating Campaign also promotes safety by including safety material and initiatives.

As citizens continue to re-evaluate personal priorities following the September 11 tragedy, it is our feeling that we must promote boating as safe, fun, affordable and family-oriented. While we have always done so, the competition our industry faces with other recreational choices over how discretionary dollars are spent is paramount.

While our own budget constraints may prevent us from attending all NASBLA regional conferences, our enthusiasm and support for NASBLA and working with boating law administrators remains as both an association and legislative priority. I have also instructed our lobbyists in key boating states, many of whom are friends of their BLAs, to assist the BLAs in any way possible in their state houses – whether there are budget issues or legislative/regulatory issues to promote.

NMMA looks forward to working with NASBLA staff and the BLAs throughout the year. Don't hesitate to call on us at any time.





Capt. Scott Evans  
Chief Office of Boating Safety

This issue's topic is *partnership building*. What a great topic to discuss, especially in the recreational boating safety arena.

One of the first things that came to mind while thinking about partnerships was a demonstration my father gave me when I was a youngster. While sitting around a campfire, he handed me a bundle of sticks and asked me to break them in half. As hard as he and I tried, we could not break that bundle of sticks. He then pulled the bundle apart and we easily broke the individual sticks.

This demonstration not only taught me the value of breaking down large problems into manageable pieces but also revealed the importance of getting others involved to help with problems.

What's this have to do with recreational boating safety? I could not imagine trying to solve all the boating safety problems alone. In fact, even with the help of the tremendous team I work with, we could not solve all the problems. Only through the efforts of all associated in the recreational boating field can the problems begin to be solved.

The incredible partnerships we've formed over the past few decades are essentially taking apart a large bundle of sticks, divvying the individual sticks up between us, and together we're breaking them apart to get the job done.

Here is a small sampling of the incredible team of partners that have been formed to help improve recreational boating safety:

#### **National Association of State Boating Law Administrators (NASBLA)**

NASBLA's mission is to protect, promote and enhance safe and enjoyable boating on our nation's waters and to foster partnerships and cooperation among recreational boating safety interests.

For almost 30 years, NASBLA has received funding from the Aquatic Resources (Wallop-Breaux) Trust Fund administered by the Coast Guard to provide programs that directly benefit boaters through better education and public information initiatives, enhance law enforcement efforts and navigational aids, and increase access to boating and fishing opportunities. While the numbers of recreational boats and boating access sites have increased, the initiatives and efforts of NASBLA and individual boating law administrators have saved literally thousands of lives.

#### **American Boat and Yacht Council (ABYC)**

Since its founding in 1954, the ABYC has been the most broadly based standards-writing organization in America's recreational boating field. ABYC publishes Standards and Technical Information Reports for Small Craft to aid manufacturers in the design, construction, equipment and maintenance of small craft. ABYC standards were used as the basis for developing the Federal Safety Regulations.

ABYC keeps its standards current through technical committees composed of representatives from industry, government and the public. The Office of Boating Safety is represented by a staff member on each of these committees. In addition, the Office of Boating has an open line of communication with ABYC regarding boating safety problems and works closely with the ABYC staff to find acceptable resolutions. This close relationship has cultivated ABYC as a strong partner in the boating safety arena.

#### **National Marine Manufacturing Association (NMMA)**

Representing the recreational boat manufacturing industry, NMMA serves as an important line of communication between the Coast Guard and industry. The organization also acts as a sounding board for possible regulatory initiatives, a receptacle for industry-wide complaints, a collector and distributor of regulatory interpretations, and a mediator for resolving broad boating safety issues.

The Office of Boating Safety is in frequent contact with NMMA and, although both parties do not always agree, we enjoy a non-adversarial, partnering relationship.

#### **Lewis & Clark National Bicentennial Commemoration**

The Coast Guard has joined forces in a collaborative effort as a part of the Commemoration of the Bicentennial of the Lewis and Clark Expedition planning team. Partners include U.S. Army Corps of Engineers, U.S. Forest Service, National Parks Service, Bureau of Land Management, Bureau of Reclamation, U.S. Fish & Wildlife and Natural Resources Conservation Service.

The commemoration is scheduled to begin on January 18, 2003. Events planned during the four-year celebration of the historical expedition include 10 land-based signature events as well as on water re-enactments of portions of the trail.

The Coast Guard's primary focus has been to address issues of public safety and environmental impact directly related to water-based events. Coast Guard members are serving on the Water and Public Safety Subcommittee that was formed to address specific safety concerns. Co-chaired by the Office of Boating Safety and the Coast Guard, the subcommittee's focus is to ensure the successful coordination of the national search-and-rescue response and inform the boating public of the overall safety concerns of participating in water-based activities related to the commemoration.

#### **State Partnership Activity**

In 2000, NASBLA's Boating Accident Investigation, Reporting & Analysis Committee formed a subcommittee consisting of state and Coast Guard members to better define a "recreational boating accident" as well as draft reporting guidelines in accordance with federal regulations. By October 2001, all states had opportunity to comment and offer input on the refined criteria and the refined reporting criteria were finalized.

States offer recommendations for improving the performance of the Boating Accident Report Database (BARD) System. States will also offer input and requirements in the development of BARD-Web, a web-based application. States continue to provide accident report data electronically in supporting the publication of the Coast Guard Boating Statistics report.

#### **Corporate Partnership Activity**

Over the past decade, the Coast Guard has collaborated with numerous corporate entities that have contributed to the development, production and dissemination of safe boating educational information. For example, MetLife P & C, Allstate and State Farm insurance companies have been valuable assets in educating and emphasizing to the boating public the importance of being responsible on the water.

As you can see, we have quite a team lined up to help break apart that bundle of sticks. This column by no means includes all the partnerships valued by the U.S. Coast Guard, but rather highlights some of the work achieved through cooperating with other organizations.

I wish you all a busy, successful and enjoyable boating season! Good luck and thanks again for being our partners!

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# 2002 - 2003 RECREATIONAL BOATING SAFETY CALENDAR

## MAY

**13 - 17**  
NASBLA  
National Boating Accident  
Investigators'  
Advanced Training  
Lexington, Kentucky  
859.225.9487

**15 - 19**  
U.S. Power Squadrons  
Governing Board Meeting  
Houston, Texas  
888.361.8777

**18 - 24**  
National Safe Boating Week  
Nationwide  
740.666.3009

## JUNE

**1 - 6**  
Southern States Boating  
Law Administrators Association  
Annual Conference  
Knoxville, Tennessee  
615.781.6682

**1 - 9**  
National Fishing & Boating Week  
703.519.0013

**15 - 18**  
Personal Flotation Device  
Manufacturers Association  
Annual Conference  
St. Pete Beach, Florida  
312-946-6200

**23 - 26**  
Northern Association  
of Boating Administrators  
Annual Conference  
Omaha, Nebraska  
515.281.6154  
402.471.5579

## JULY

No scheduled dates

## AUGUST

**29 - September 1**  
U.S. Coast Guard Auxiliary  
National Conference  
Orlando, Florida  
940.321.2395

## SEPTEMBER

**7 - 11**  
NASBLA  
Annual Conference  
Cleveland, Ohio  
859.225.9487

**11 - 15**  
U.S. Power Squadrons  
Governing Board Meeting  
Des Moines, Iowa  
888.361.8777

**30 - October 4**  
NASBLA  
National Boating Accident  
Investigators' Advanced Training  
Lexington, Kentucky  
859.225.9487

## OCTOBER

**26 - 29**  
National Boating Safety  
Advisory Council  
Meeting  
TBA  
202.267.0950

## JANUARY 2003

**1 - 5**  
U.S. Power Squadrons  
Annual Meeting  
Orlando, Florida  
888.361.8777

## FEBRUARY

**23 - 26**  
International Association of  
Marine Investigators  
Annual Meeting  
Panama City, Florida  
978.392.9292

*NASBLA welcomes  
information about  
boating-related  
conferences that  
would appeal to a  
national audience.  
Please e-mail  
information to  
[editor@nasbla.org](mailto:editor@nasbla.org).*



**NASBLA**  
FORTY-THIRD  
ANNUAL CONFERENCE

RENAISSANCE CLEVELAND HOTEL  
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SEPTEMBER 7-11, 2002



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