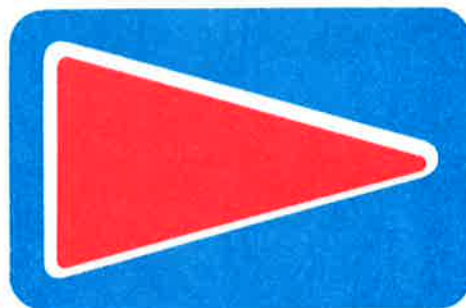

National Association of State Boating Law Administrators'

SMALL CRAFT ADVISORY



Vol. VI No. 5
June/July 1991



Enforcement

President's Corner

by Lt. Col. Joel M. Brown



I continue to hear of changes being made in the various states related to organizational structure and personnel assignments within the state's boating safety programs. Many of these changes are occurring as a result of budget restraints, some due to changes in state administrations, and others due to progressive planning and improvements within existing programs.

Those that concern me most upon hearing of them are those where a boating law administrator has been arbitrarily relieved of his position, especially those whom I know to be dedicated professionals who contribute much to boating safety. It also concerns me when I learn of a state program losing positions and being forced to terminate positions involved in enforcement and education.

However, I realize that these are "facts of life" which must be expected and accepted. But that doesn't make it any easier when I hear of a particular individual who will no longer be involved in boating safety nor when I see our boating safety programs being reduced and cut back, whatever the reason.

It is gratifying to know that, in spite of problems, many states are continuing to improve their boating safety programs. And it continues to be an encouragement to hear of officers recognized for their unselfish, untiring, and heroic deeds. That's really the backbone of all our programs; those dedicated search and rescue personnel, enforcement officers, and educa-

tion specialists who get the job done in spite of adversity, budget shortages, personnel cuts, or whatever.

In my office we have found that most things continue along, even in my absence. But, let all the secretaries be gone and things soon come to a standstill. The same is true in our boating safety programs. If all us boating law administrators were to be gone, we most likely wouldn't be missed too much. However, if we had to do without the enforcement officers and educators, our programs would come to a standstill.

Truthfully, I know that's not really the case. If all groups and associations accomplished as much as we do in NASBLA and in our respective states, government overall would be much better. Unfortunately, that's not the way it is. I do want to emphasize, however, just how much respect I have for all those men and women who work so hard to carry out the programs which we administer. They are a commendable group of people.

And, as a matter of fact, so are you!

Coast Guard Comments

by Captain Chad B. Doherty
Chief, Auxiliary, Boating and Consumer Affairs Division,
U.S. Coast Guard

I'm pleased to be aboard and look forward to working with NASBLA over the next few years. I was delighted to land this job. Although I haven't been officially in the boating program before, sailboating has been my favorite recreational activity for a good 20 years. Clearly, I plan to remain focused on the customer! I've got two newsworthy items to share with you.

In the area of boating while intoxicated, on June 1, 1991 the Commandant expanded the successful pilot programs conducted in the Fifth and Eighth Districts to Coast Guard-wide. The Coast Guard will work as a team with the states with the objectives to: "remove the intoxicated operator from the water thereby reducing the threat posed by the intoxicated operator to self and others; and, educate the recreational boating public on existing operating while intoxicated regulations and the requirements for safe boating." The federal blood alcohol count standard is .10. However, if a state has a BAC standard, that standard will be enforced as the federal standard.

The recreational vessel fee (RVF) regulations were published in the federal register on July 1, 1991, and become effective on July 31, 1991. Recreational boaters are expected to comply with the law by submitting the appropriate fee and displaying decals on their vessels as proof of compliance. A special toll-free number (1-800-848-2100) may be used to purchase the decals by telephone, using a Visa or MasterCard. Mail-in applications may be obtained by calling the Boating

(Continued on Page 5)

SMALL CRAFT ADVISORY

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32nd annual NASBLA Conference set in Coeur d'Alene Sept. 23-27

Mark your calendars, confirm your travel plans and hotel reservations, and get ready for the 32nd annual National Association of State Boating Law Administrator's Conference. The meeting, hosted by the Idaho Dept. of Parks and Recreation Boating Program, will be at the Coeur d'Alene Resort, Coeur d'Alene, Idaho, from September 23 to 27.

The tentative agenda has the sessions opening with a pair of National Safe Boating Week meetings. The National Safe Boating Week Committee meets from 8 a.m. to 10 a.m., followed by the National Safe Boating Council meeting running from 10:30 a.m. until 1:30 p.m.

Meanwhile, at noon, registration for the NASBLA Conference itself opens in the lobby of the resort.

Slightly overlapping the end of the National Safe Boating Council meeting, the NASBLA Executive Board will convene at 1 p.m., with the meeting projected to continue until 5 p.m..

The President's Reception, the traditional welcome to the NASBLA sessions, begins at 6:30 p.m.

The work of the conference kicks off on Tuesday, with the registration desk coming on line at 7:30 a.m. (and staying open until noon). Vendor displays will turn on their lights at 8 a.m., for the run of the convention.

NASBLA's general assembly will convene at 9 a.m. Following a call to order by NASBLA President Lt. Col. Joel M. Brown and opening comments by Jeffrey Hoedt, Idaho boating law administrator and host for the conference, attendees will turn their attention to a number of business items. On deck for the first half of the morning sessions are reports from the president and treasurer, a look at legislative issues, and an explanation of the resolution procedures.

Special airfares slated for NASBLA conference

Special conference rates for flights to the Spokane airport have been arranged through Time To Travel travel agency in Spokane. To obtain the special rates, call 1-800-727-9142, and make reference to the NASBLA Conference. These special rates include travel on several different airlines, and are good for any day of the week.

Social events scheduled

A full schedule of events for spouses and guests is on tap at the NASBLA conference. On Tuesday, there is a tour of museums, shopping, and a sternwheeler cruise of Lake Pend Oreille. Wednesday offers a tour of the Silver Valley area, including a gondola ride. Thursday offers a tour of Coeur d'Alene.

Second half of the morning will be given over to reports from the four regional conferences.

Following the provided luncheon, noon to 1:30 p.m., attendees will separate to the various committee meetings.

On Wednesday morning, NASBLA members will return to committee meetings. Lunch is on your own Wednesday.

NASBLA's general assembly reconvenes Wednesday afternoon, with a report from the Coast Guard the lead item.

Thursday morning sessions begin at 8 a.m. as the general assembly again gathers. Morning sessions include an update for National Safe Boating Week and an update on **Small Craft Advisory**.

Afternoon sessions include committee reports, followed by resolutions, constitution and bylaws. The sessions close with an announcement of time and place of the next meeting, the nominating committee, and remarks from the president.

The new executive board will meet at 5 p.m. for an hour and a half session.

The conference will conclude with the Awards Banquet, scheduled to begin at 7:30 p.m. Thursday evening.

Registration for the Conference is through NASBLA Conference Committee, Idaho Dept. of Parks and Recreation, Statehouse Mall, Boise, Idaho, 83720, (208) 327-7420. Cost is \$100 per participant, \$60 for spouse/guest. Registration is due by Aug. 23. After that date, registration will be \$125, and \$75 for guest/spouse. When registering, indicate if you need a ride from the Spokane Airport to the Conference site. A shuttle service will be provided from Sunday, Sept. 22, through Friday, Sept. 27.

Early reservations advised for hotel

There are only a limited number of rooms available at the Coeur d'Alene Resort, site of the 1991 NASBLA Conference. Reservations may be made either with the reservation form sent out in the Conference packet, or may be made directly with either the Coeur d'Alene or with the Holiday Inn.

Room costs at the Coeur d'Alene range from \$79.50 to \$119.50 per day, single or double occupancy. The hotel may be reached at 1-800-688-5253.

Rooms at the Holiday Inn range from \$64.50 (single) to \$79.50 (quad). The hotel may be reached at 1-208-765-3200.

An additional 25 rooms will become available at the Coeur d'Alene Sept. 24. Depending on the waiting list, it may be possible to change to a resort room at that time.

Jeffrey Hoedt, Idaho boating law administrator, warned that rooms will go quickly in the resort, and early reservations are advised.

Minnesota enacts sweeping PWC law

Personal watercraft have become increasingly common on Minnesota lakes and rivers in the past few years. "The increased popularity of water scooters has brought numerous calls voicing concerns from other boaters, law enforcement agencies, and from the general public," said Tim Smalley, Minnesota Dept. of Natural Resources boating safety specialist.

According to DNR statistics, personal watercraft accidents are also on the rise. "Even though they make up less than one percent of the registered boats in the state, personal watercraft account for 11 percent of the accidents and 40 percent of the complaints," he added. Minnesota marked its first double fatality on personal watercraft last summer when two riders fell off a machine and drowned. They were not wearing life jackets.

The Minnesota Legislature recently passed a law affecting the use of personal watercraft in several ways. As of June 27 of this year, the law regulates operating hours, wake jumping, age of operation, water-skiing, and the use of life jackets and cut-off switches. Operation near shore, docks, swimming rafts, and other water craft is also controlled, and harassing wildlife is forbidden.

In summary, the law required that:

- Anyone operating or riding on a personal watercraft must wear a U.S. Coast Guard-approved type I, II, III or V personal flotation device:

You may not operate a personal watercraft between sunset and 8 a.m. the following day;

- You may not travel at greater than a slow no-wake speed within 100 feet of any shoreline, dock, swimmer, any moored or anchored watercraft, or non-motorized watercraft at any time, or any swimming or diving raft. Slow-no-wake is defined as the operation of a watercraft at the slowest possible speed necessary to maintain steerage, but in no case greater than 5 mph;

- If you tow a person on water skis, a kneelboard, an inflatable craft, or any other device, there must be an additional person on board the personal watercraft to act as an observer. The skier, kneelboarder, etc., also must be wearing a PFD or there must be one on board the PWC for the skier;

- You may not operate without the lanyard-type engine cut-off switch being attached to your body, clothing or personal flotation device. You may not operate a personal watercraft that the spring-loaded throttle mechanism has been removed, altered or tampered with;

- You may not chase or harass wildlife;

- You may not travel through emergent floating vegetation at greater than slow-no-wake speed;

- You may not operate a personal watercraft in a manner that unreasonably or unnecessarily endangers life, limb or property;

- You may not weave through congested watercraft traffic, or jump the wake of another watercraft within 100 feet of the other watercraft. This includes other personal watercraft..

Operator age requirements

Under 13 years old

A person under the age of 13 may not operate a personal



Minnesota's tough new personal watercraft law went into effect June 27.

watercraft, regardless of horsepower, unless there is a person 18 years or older also on board the craft.

Age 13

A 13-year-old operating a personal watercraft regardless of horsepower, without someone 18 or older accompanying them on board must have a watercraft operators permit (available from the DNR.) The 13-year-old must also be under unaided observation by a person 18 years of age or older. The observer may be on shore watching the operator, but he or she must be within sight without the aid of binoculars, etc.

Age 14—17

Any person at least 14 years of age but less than 18 years of age may not operate a personal watercraft, regardless of horsepower, without possessing a valid watercraft operator's permit. Persons 13 through 17 may operate a personal watercraft without a permit if they have someone at least 18 years old on board.

It is also unlawful for the owner of a personal watercraft to permit the operation in violation of the age restrictions.

Penalties

Violation of any of the watercraft safety laws is a misdemeanor, and punishable by a fine of up to \$700 and/or 90 days in jail.

Dealers and Rental Operators

Personal watercraft dealers are required to distribute a summary of the laws and rules governing personal watercraft. Upon request by a purchaser, they must provide instruction regarding laws, rules governing personal watercraft (including other applicable watercraft laws), and instruction regarding the safe operation of personal watercraft.

Rental operators must supply a type I, II, III, or V wearable personal flotation device to all persons who rent personal watercraft as well as all other required safety equipment (fire extinguisher, etc.) at no extra charge.

Effective July 27, personal watercraft rental operators must provide a summary of the laws and rules governing personal

watercraft operation and provide instruction regarding the laws and rules and the safe operation of personal watercraft to each person renting a personal watercraft.

In order to inform personal watercraft users of the new regulations, the DNR sent a synopsis of the laws to every personal watercraft owner in the state timed to arrive just before the new law went into effect. The DNR also produced a video news release distributed to all Minnesota market TV stations and traditional releases to radio stations and newspapers.

"We feel that these new regulations will act as a guide for safe and responsible operation of water scooters, and ensure that they are a welcome addition to the state's waterways," Smalley noted.

NEWS

Virginia licenses carry PFD safety message

"It won't work if you don't wear it" is the message which Virginia hunters and anglers not literally carry with them. Printed on the little Tyvek license carrier is a PFD graphic and the safety message.

"It was a progression from last year when we printed a similar boating safety message at the bottom of your fishing licenses," reports Sally Angus, assistant chief of public relations and resource education for the Virginia Dept. of Game and Inland Fisheries.

Everyone purchasing a hunting or fishing license in Virginia is given a carrier at the time of license purchase.

According to Angus, "The carrier is part of a new two-part licence in Virginia. It provides protection and a place to keep all of one's licenses together. On the carrier is information that is required by law. The carrier must be presented, together with the certificates it contains, whenever your license is asked to be shown. So our boating safety message is being 'carried' in just one more way."

**Boating Safety
Hotline
1-800-368-5647**

Committee studies V.I. boating safety education

A new committee on public information and education, headed by Lawrence Benjamin, assistant commissioner of the Dept. of Planning and Natural Resources, Virgin Islands, is developing a series of boating safety education programs. Benjamin was given the charge by Roy E. Adams, new commissioner of the Dept. of Planning and Natural Resources.

Benjamin, with a strong background in education, is optimistic that the committee can lay the groundwork for a boating safety and education program that can become a part of the VI school system. While the committee for now is strictly an in-house study group, sketching in the basics of what programs may be attempted, it is expected to soon include representatives from the school system. First meeting of the committee was July 1.

The Virgin Islands had been progressing towards development of a public school boating safety education program when Hurricane Hugo slammed into the islands, severely damaging many school facilities and putting the boating program well onto the back burner.

Coast Guard Comments

(Continued from Page 2)

Safety Hotline (1-800-368-5647) and will be widely distributed throughout the Coast Guard.

In my trips to the docks, my personal customer surveys indicate that generally at this time most folks are unaware of the RVF but, once explained, are ready to comply as required. The purpose of the recreational vessel fee program is to collect fees, not civil penalties. In the initial phase-in period, the emphasis shall be on an intensive public awareness program to inform and educate the boating public on the recreational vessel fee requirement and to minimize misunderstandings. I'd like to request that all of you help us inform the public of this new regulation to make it as painless as possible. I'll send you more detailed information.

Michaels wins Lawton boating award

Art Michaels, editor of Boat Pennsylvania and Pennsylvania Angler, published by the Pennsylvania Fish Commission, has won the 15th annual Captain Fred E. Lawton Boating Safety Award. The competition honors a media professional making the most significant contribution to boating safety.

The award, sponsored by Raytheon Co., was presented by Dennis Picard, chairman and CEO of the diversified electronics company. Michaels, who is also a free-lance contributor to several outdoors publications, received a commemorative certificate and a pair of Waterford crystal captain's decanters. A \$1,000 honorarium was provided to the Pennsylvania Fish Commission to further its boat safety efforts.

Picard said the judges cited Michael's "hands on" approach with words and pictures that portray to a reader of any age "the feeling of being right beside him." He commented that he has earned the right to write about this topic because in his 20 years of personal boating experience "he's been there and has experienced the concerns of the new boater and can focus on the information that they need to know to enjoy boating with confidence and safety.

One judge, an editor, said boaters consistently tell publishers' pollsters that they want more safety-oriented articles, yet readership surveys show that these are often the least-read features. Michaels, he said, goes far towards closing that gap with inviting, readable articles on information vital to safe and enjoyable boating.

Michaels' entry included articles from the two Pennsylvania state magazines, plus Lakeland Boating, Bassin', Gulf Coast Fisherman, Great Lakes Fisherman, and The Fisherman. Topics included smart used boat buying, boating anglers' ABCs, becoming a new boat owner, protecting a boat from thieves, smart piloting, winter preparations, a navigation test, taking children boating, the Coast Guard Hotline, trailering, and a boat safety review. His work also appears in Salt Water Sportsman and Trailer Boats.

Michaels has been editor of Pennsylvania Angler since 1982. He launched Boat Pennsylvania two years later. In addition to planning and assigning articles and writing some himself for each issue, he takes a number of photographs used in

each magazine. He won honorable mention in the competition for the Lawton Award two years ago.

Gordon and Janet Groene, a husband and wife free-lance writing team from Deland, Fla., won the honorable mention award and a \$500 honorarium. Their entry included articles in Lakeland Boating, Eastern/Southeast Boating, and Better Boat. The Groenes' articles, which emphasized preparedness and preventative maintenance, featured carbon monoxide detection, nuts and bolts for marine use, pump impellers, lightening precautions, hoses, battery charging, fire hazards, fuses, leaks, trailer winches, and tips for prolonging the life of boats and motors.

The judges cited them for their selection of practical subjects and their concise presentation of important information for the knowledgeable boater.

The Groenes spend 10 years as live-aboards and continue to boat worldwide under power and sail in connection with their magazine, newspaper, and book assignments. They won the honorable mention award in an earlier Lawton competition.

The Raytheon Award is named for the late Captain Lawton: master mariner, competitive sailor, and a patient teacher of nautical skills and safety at sea. Captain Lawton, a life-long professional seaman, served for many years as director of marine safety for Raytheon.

The winners of the 15th annual competition were selected by a panel of 22 judges from publications, broadcasting, and boating safety organizations.

Entries for this year's award, describing contributions during the current year, will close on Dec. 31.

Host sought for 1994 NASBLA Conference

The door is still open for states wishing to put in a bid to host the 1994 NASBLA Conference.

Ted Woolley, boating law administrator from Utah, is chairman of the location committee. He is now receiving applications from members interested in hosting the 1994 conference. Those interested should contact him, and prepare a packet of information for presentation at the 1991 Conference Sept. 23-27 this year in Coeur d'Alene, Idaho. Woolley may be reached at (801)538-7341, FAX (801)538-7315, or at 1636 W. North Temple, Salt Lake City, Utah, 84116.

Looking Ahead

NCIBLA Conference	July 29-Aug. 1 Works Hotel South Bend, Indiana
NESBAC Conference	Aug. 25-27 Johnson & Wales Airport Motor Inn Warwick, RI
NASBLA Conference	Sept. 23-27 The Coeur d'Alene Coeur d'Alene, Idaho
States Organization for Boating Access	Sept. 28-Oct. 2 Stouffer Madison Hotel Seattle, Wash.



Top: Corporal Harry Carter receives a copy of the Legislative resolution of commendation from Georgia Game & Fish Director David Waller. Below: Ranger Eric Sanders receives a copy of the legislative resolution from Director Waller.



Georgia officers honored for daring river rescue

Two Game & Fish Division enforcement officers from the Georgia Dept. of Natural Resources have received citations for their outstanding efforts to save the lives of stranded boaters from a flood-swollen river.

Cpl. Harry Carter, a conservation officer, and Conservation Ranger First Class Eric Sanders were called to the raging Broad River with reports of people trapped in the foaming waters. A boatload of people had been on the river, and the boat had capsized in the high water conditions. The boaters were swept into trees, where they clung to branches and

shouted for assistance.

Carter and Sanders, ignoring the peril to their own lives, launched a boat and carefully worked their way out to the stranded people. After plucking them from the trees, the two officers ferried the wet victims back to shore and safety.

The two were recognized and lauded by the Georgia Peace Officers Association. Their unselfish act was recognized by the Governor of Georgia, who added his personal and official congratulations and thanks for their efforts. He was joined by the Lieutenant Governor. The Georgia Assembly passed a resolution of commendation, which was presented to the officers by the two top elected officials in the state.

'Science Guy' featured in Washington boating video

The State of Washington Park & Recreation Commission's Boating Program has just taken delivery of the first segment of its Adventure in Boating video series.

Featuring Bill Nye The Science Guy, the video is designed for use in the middle school educational program. It focuses on safety and environmental responsibilities while boating or enjoying the aquatic environment. The video combines both an academic approach and comedy relief in an attempt to captivate the middle school student. It has impact lessons on cold water, alcohol and drug abuse, marine debris, as well as lessons on the hidden hazards of boating, the fatal chain of events, the boater-officer relationship, and the disposal of human wastes.

A boating education curriculum aimed at the middle schools, developed in cooperation with the State Superintendent of Public Instruction, is being tested this summer and fall for adoption in 1992. The curriculum is targeted at educational service districts.

Signs carry Puerto Rico boating safety message

There's a new sign program springing up on the beaches in Puerto Rico. Under this new educational program, according to Puerto Rico boating law administrator Jesus Galvez, the signs spell out the risks and penalties for boating in an unsafe or illegal manner.

Puerto Rico is attempting to install the signs at all public swim areas. Cost of the signs is approximately \$500 each.

A measure coming before the Puerto Rico assembly in September would amend present laws to establish mandatory education requirements for all persons operating a motor vessel. The present law mandates education for those born after 1972, and the amendment would expand this to the entire population.

Other legislation would channel boating law violation fines back into the boating education program.

Conservation officers learn boating skills in Pennsylvania program

Pennsylvania is expanding the on-the-water and field training program for its wildlife conservation officers. This year, following graduation from the state municipal police officer academy, the new wildlife conservation officers were taken to western Pennsylvania for an intensive indoctrination into Fish Commission policies, procedures and operating techniques.

The program began with two days of classroom work, on the mechanics of boating law and boating enforcement. This was followed by four days of on-the-water experience on a lake, beginning with canoe skills and progressing up through the patrol boats used by officers. Classroom and lake operations were at a Corps of Engineers site. This was followed by another four days of river work, with work in boardings, docking, and night operations. In addition to night operations in secluded areas, the officers were brought to the Three Rivers area of Pittsburgh to experience night operations in a very congested and busy urban environment with a multitude of lights.

The Pennsylvania boat operator program is modeled after the program developed for the Army Corps of Engineers. There were 15 cadets in the training class. Some 17 boats were involved in the training, as well as 13 instructors or assistant instructors.

Boarding scenarios ranged from small utility boats up to cruisers, and illustrated such techniques and requirements as proper examination of documents to providing all safety checks.

This was the first time the agency offered a dedicated boat handling program, and the first time the agency used Corps facilities. Judging from initial response to the program, it will become a standard part of conservation officer training.

About the Cover

Testing for alcohol impairment, such as this horizontal gaze nystagmus test administered in Minnesota, are one of the tools used by law enforcement officers to keep the nation's waterways safe. While the number of recreational boats is on the increase, the number of boating deaths continues to fall, indicating that vigorous law enforcement is paying off. (Photo by Tim Smalley, Minnesota DNR)

Utah upgrades patrol fleet with robots, PWC

There are a variety of new boats on station in Utah these days, and they are in all shapes and sizes.

Smallest of the new craft, and one that attempts not to get its wheels wet, is a new radio-controlled boat to be used in the state's education programs. The Bobby-The-Boat, built in Utah by Robotronics, is a popular teaching tool across the nation and proves to be an extremely effective tool when working with children.

The state has also let a contract for a new 30-foot patrol boat to be used on the Great Salt Lake. The boat, with Boston Whaler the winning bidder, will be equipped with a full array of electronics for use on the big — 40 miles wide by 80 miles long — Utah lake. Because of the high salinity of the lake, the boat is also equipped with a variety of anti-corrosion devices.

Also from Boston Whaler will come a fleet of six 18-foot tee-top Guardian patrol craft. These, as well as the bigger lake boat, replace existing enforcement craft.

The state is also involved in the personal watercraft loan program. Some 14 PWC, from Kawasaki and Yamaha, will be used in the state this year, including two Jet-Mates used on river patrol.

Montana begins tough noise control program

Montana marine enforcement officers have been trained on and certified for the use of noise meters, in the wake of a tough new noise control law passed in the Treasure State.

Statewide, there is now a boat noise limit of 90 dBa measured at one meter from the boat at idle. On three lakes, there is a 75 dBa noise level limit, as measured at the shoreline when the vessel passes by 100 feet away.

The National Institute for Occupational Safety and Health put on a two-day workshop on noise levels and measurements as part of the certification process.

Both levels are based on SAE standards, with the 75 dBa shoreline standard still in draft form.

The two-tiered limits are based on a two-year test program. At the completion of the trial, the agency will report back to the Legislature on the results and successes.

Tennessee targets lakes

Each weekend during the boating season, four lakes in Tennessee are targeted for a fleet of four additional patrol teams as part of the state's crackdown on boating under the influence, reckless operation, or lighting violations. The program is working extremely well, according to boating law administrator Ed Carter. For instance, over the Memorial Day weekend, not one boater was found to have been operating under the influence.

Iowa water aide rescues children as boat swamps

Iowa has a long-established program of hiring 18 or 19 water aides each summer. These individuals, with limited law enforcement authority, man patrol boats and provide additional navigation enforcement according to Iowa boating law administrator Rick McGeough.

This year, they are also saving lives. Aide Brian Roffman, while on patrol, heard cries for help and discovered a swamped boat with a number of people in the water. Roffman used his rescue ring, floatable lines, and both the Type IV PFDs in his patrol boat to aid the five children in the water. Two civilians nearby also provided assistance, diving into the water to corral the floundering children.

Roffman brought all five children to shore, and there sited the owner of the small craft for allowing the boat to be used in an overloaded state.

McGeough explains that the water aide position, in addition to its value in increasing the law enforcement presence during the peak boating season, also is a testing ground for people who may be interested in a career in conservation. The agency as often as not hires the aides from the ranks of college students pursuing degrees in conservation fields, giving the students a look at the reality of the work.

At the same time, it gives the agency the opportunity to evaluate potential applicants for future job openings — looking at work ethic, interaction with the public, and ability to work with other conservation officers.

Before an aide begins field duties, they are run through an intensive four-day training session covering legal matters, water survival, and similar topics. Many come to the program with lifesaving and first aid training.

Kansas increases patrol efforts with PWC fleet

Kansas is involved in the personal watercraft loan program offered through the personal watercraft manufacturers, and is presently fielding six units.

Kansas boating law administrator Jeff Gayer said the fleet offers enforcement officers a great deal of mobility, and allows them to reach areas out of the normal patrol area of larger craft. "Public acceptance has been excellent," he added.

The sporty craft have triggered a few changes among marine officers. The agency is changing its uniform standards, issuing polo shirts with embroidered badges as well as nylon belts and holsters. While officers have a regulation stainless steel sidearm, additional stress is laid upon care and maintenance. All conservation officers have a live-firing exercise monthly, along with firearms care and cleaning classes with the agency armorer.

"There is an element of surprise in having officers on the personal watercraft," Gayer said. "Not everyone expects to see us on them."

Michigan school readies new marine law officers

Michigan has just completed the second session of its marine training school, graduating 76 officers. Of those in the program, primarily sheriff's deputies, 80 percent had been hired within a month of attending the school.

"These are good officers, and they should make a positive impact on boating safety and law enforcement," said Jim Martindale with the Law Enforcement Division of the Department of Natural Resources. The DNR has been offering the school for marine law enforcement officers since 1963.

The intensive program is shoehorned into a single week, with both classroom sessions and a full day spent on the water. The on-the-water session includes patrol boat handling, boarding scenarios and what to observe during boardings, and alcohol detection. The school also covers such areas as boating education programs and livery inspections.

"We really pour the coals to them," Martindale admitted. "But there is a lot to learn."

The agency also offers another school, usually only once a year, for the experienced officer and the program administrator. This offers a detailed look at new directions in laws and regulations, program management and funding. It also gives officers from a wide variety of counties to share problems and solutions, and promotes a high degree of uniformity in law enforcement programs.

Michigan is a strong supporter of targeted patrols in high-use areas and at peak time boating events. The state is working with county officials to expand this program, coordinating efforts and experiences in an effort to reduce boating accidents. Earlier this year, state and county officers met in a workshop examining the effectiveness of the patrols

Link eyed between driving, boating DWIs

Is there a correlation between driving under the influence and boating under the influence offenders? There certainly appears to be a link, according to Nebraska boating law administrator Leroy Orvis.

Two Nebraska Game & Parks officers apprehended an apparently intoxicated boat operator late at night on Pawnee Lake, a popular recreation lake near Lincoln. The operator refused to participate in field sobriety tests, and was taken to the local sheriff's officer where he again refused tests. Refusal to test carries the same penalty in Nebraska as operating under the influence: loss of boating privileges for six months, six months in jail, and a \$1,000 fine.

While Nebraska does not have a linkage between vessel and vehicle offenses, the arrested individual had a five-arrest history of driving while intoxicated, and as of last fall had had his driver's license suspended for 15 years until the year 2006.

Connecticut boating program reorganized

Connecticut's boating safety program has been totally reorganized. The former Boating Safety Division has been dismantled and its duties restructured. Administrative and enforcement activities have been divided.

Part of the administrative functions were carried with Major Randolph Dill, Connecticut boating law administrator, to his new post heading up Boating Access/Navigation Safety.

Enforcement and investigation duties were transferred to the Bureau of Fisheries and Wildlife, Enforcement Division. This includes issuance of marine dealer numbers, boat accident investigations, regatta permits, boat theft investigations, and marine police training. Boating education is in the Bureau of Parks and Forests, which is now a division in State Parks.

Dill may now be reached at:

Major Randolph Dill
Boat Access/Navigation Safety Program
DEP Complex
Box 721
Great Hill Road, Portland, CT 06480
telephone (203)344-2668 or -2674
FAX (203)344-2560

Sober Skipper aids Ohio boating safety program

Ohio's Sober Skipper program, successful last year in curbing the number of alcohol-impaired boating operators, is back in full force this year. The program is basically a designated driver plan, targeted at the major recreational waterways.

Red, white and blue decals on boats and a lapel insignia identify boaters pledged to the program, which is focused on the popular boating waters of the Cleveland Flats, Lake Erie, Island Portage Lakes, Buckeye Lake, Indian Lake, Cincinnati Waterfront and the Muskingum River. In excess of 80 restaurants and bars are supporting the program, offering free or reduced price non-alcoholic drinks for the designated skipper as identified with the lapel badge.

R.I. officers graduate

Rhode Island's boating safety officer cadre is now up to full strength as three more of its officers have graduated from the Rhode Island State Municipal Police Academy. There are five full-time boating officers. In years past, as many as 15 summer-only part time officers have been added to provide enforcement during the peak boating season. This year, with the budget crunch common to many states, only two officers have been added.

Florida seeks mobile breath testing units

The Florida Game and Fresh Water Fish Commission is in the process of putting a mobile breathalyzer testing unit in each of its enforcement regions, with plans to have the units operational this summer. The units are part of the agency's continuing crackdown on alcohol-impaired boat operators.

The agency is exploring the possibility of using highway safety funds to in part finance the acquisition of the new units and operator training and certification. The rationale behind this approach is that with the preponderance of boaters arriving at and leaving the waterways via vehicle, any reduction in the number of intoxicated operators also improves highway safety.

"We are going ahead with the program whether or not highway safety funds are available," said Captain Bob Poole with the agency. "It is important to bring testing units within two hours of the officers, to give us the most valid test results."

Maryland gives 'copter infra-red vision ability

Search and rescue operations in Maryland have received a major boost with the acquisition of a forward-looking infra-red device for the Maryland Natural Resources Police helicopter. The aimable device offers a picture at night, picking up individuals or any heat source. In addition, the unit can record all cockpit conversations along with the images on its screen to aid in evaluation of SAR efforts.

The unit was purchased with asset forfeiture funds from a drug case. In addition to search and rescue work, the device can be used in criminal cases

Mississippi calculates boating officer hours

Mississippi is now in the final stages of familiarizing all marine law enforcement officers with a new cost accounting program that allows administrators and officers to capture all boating hours. The new program, developed on a project basis, is not only a tool for budget and billing purposes, but will also build a historical database for future planning efforts.

Mississippi boating law administrator Elizabeth Raymond said the state has been working with marine officers from each county in a series of small classes to introduce the new program. Class sizes have averaged no more than one instructor to each ten students. The system should be on line this summer.



S.O.B. team members sweep Delaware's inland bays with concentrated patrols, concentrating on raising public awareness of boating safety and water quality issues on the popular bays.

S.O.B. teams patrol Delaware bays

The Inland Bays Recovery Initiative, supported by Delaware Gov. Mike Castle, spawned the development of the "Save Our Bays" (S.O.B.) team, an enforcement effort developed by the Division of Fish & Wildlife Section. The S.O.B. team was designed to increase public awareness of the boating problems on the state's major inland bays. The S.O.B. team contacts boaters, fishermen and others users on the bay on such issues as abandoned crab pots, illegal bulkheads, plastic pollution, and discharges from marine sanitation devices.

As Major Rod Harmic pointed out, the teams are attempting to restore and improve the bays, which in turn will improve recreational opportunities.

The S.O.B. teams, which are made up of officers from a number of agencies, loudly and publicly announce where the intensive patrols will be, and even mark out the times they will be on post. The idea behind the announcements, Harmic

stressed, is to raise public awareness of the rehabilitation efforts.

One patrol concentrated on the requirements to tend crab pots. Releases were sent out warning crabbers of the requirement to check their pots at least every 72 hours, along with notification of when and where the patrols would operate. The teams swept one end of the bay, as announced, and tagged all the pots in the area. Some 72 hours later the team was back on the bay, checking each tag and confiscating those pots which had not been checked. After impounding the pots, the team widely disseminated information as to where the pots could be reclaimed, and told any owner of the penalties attached to having the untended pot.

"It was a learning experience," Harmic said.

In another patrol, the team announced that it would be cracking down on intoxicated boaters between 10 p.m. and 4

a.m. at one particular section of a bay. The officers were on station, and arrested several impaired boaters. A not-sympathetic judge, listening to the complaints of the cited boaters, caustically pointed out that the violators had been told of the time and place of the enforcement effort, and that they had no one to blame but themselves for their tickets (and fines).

The team has mounted safety check patrols, as well as checks on commercial clammers. The team's June schedule included a sweep promoting the proper use of marina pump stations, safety check stops in popular canals, two shellfish patrols looking for illegal shellfishing, a boating under the influence sweep along with boating safety checks during one evening, and a patrol looking for gasoline sheens.

"We've had a tremendous amount of publicity on the patrols and the effort to restore the bays," Harnic said. "Of course, the catchy name hasn't hurt." A substantial number of print reporters, radio stations and television broadcast crews have ridden with the patrols. As a spin-off, there has been an increase in the number of officers invited to be on radio talk shows for boating safety and fishing law discussions.

In the first two months of the joint operation, the team has made 45 arrests.

Ontario makes PFD wearing a sweet deal

'Don't be a sucker, wear your life jacket' is the theme of a new boating safety program in Ontario, Canada, sponsored by the marine officers of the Ontario Provincial Police. It is a program that appears to young children, and in doing so is also geared to influence adults to wear their personal flotation devices.

Sucker? Yes.

It started last year when one marine officer, working on his own, had a set of safety messages — the "Don't be a sucker, wear your life jacket" slogan — printed up. He punched a small hole in each message and inserted a candy sucker in the hole. Every time he checked a recreational vessel for proper equipment, he would pay special attention to any children aboard. If the children were wearing their personal flotation devices, and not merely had them on board, he would present the children with a sucker. No PFD, and no sucker. Very soon, parents were retuning to his patrol craft, egged on by children who had donned their life jackets and now wanted their sucker.

Word of the program, and its incredible success, soon reached the OPP headquarters. If it worked that well for one officer, it should work for all officers ran the thought. The agency has printed up the PFD message for all its officers and attached suckers to be used as one of the major safety campaigns of the summer.

It is not only the police who were attracted to the simplicity and effectiveness of the program. The Canadian Red Cross the Royal Lifesaving Society quickly joined the effort. The Ontario Anglers & Hunters, a group that does not consider itself to be boaters, have also come on board as vigorous supporters of the safety program.

Idaho adds Gergen as law enforcement trainer

Alan Gergen has joined the Boating Program of the Idaho Dept. of Parks & Recreation as a law enforcement specialist. Before assuming the Idaho post, he had been a park ranger with the Utah Parks & Recreation.

With the growing boating safety and law enforcement emphasis in Idaho, it had become more and more difficult to mount both basic and advanced marine officer law enforcement courses. The agency had been operating with one person in the dual post of public education and law enforcement training.

With the addition of Gergen, a number of specialized training courses will be developed. Also, the agency will be able to offer 'ride-along' training to marine deputies and others involved in marine law enforcement in the state.

At the same time, the agency will have the time to more thoroughly analyze boating statistics. Over the years that the agency has done boat inspections it has developed general information about Idaho boating conditions. With increased analysis, the agency will be able to focus on problems in any geographic area.

Oregon training program offers deputy feedback

How does a state agency keep a feel on the pulse of the marine law enforcement community? In Oregon, it's done with a broad-based training program built around a series of 'ride-along' sessions. The program gives the state agency, which administers funding for the local law enforcement programs, a chance to see first hand needs for equipment, buoys, and facilities. It also offers a chance to observe levels of maintenance.

Part of the project is a hands-on training session, bringing marine deputies around the state up to speed on the latest techniques and policies. The other half is a opportunity to develop a gut feeling for any potential problems just starting to develop.

One of the strengths of the program is the long and careful development of strong rapport with local sheriffs. The program has been in place for 30 years, and rather than looking at it as no more than a state inspection the local officials consider it to be their own program.

Some 30 counties are in the program, the bulk of the counties in the state, and a 31st is being added this year. The program also extends to the state police, which operates boating programs in those counties without sufficient water resources to afford a designated marine team.

The last advantage becomes more apparent with the steadily increasing cost of shipping — supplies are brought out to the marine deputies in person rather than being run through a post-age meter.

REGIONAL NEWS



Students in Oregon's Basic Marine Officer Certification Class practiced launching and recovery of patrol craft on the Willamette River as part of a week-long course. The course offers new officers an introduction to the techniques and requirements of marine law enforcement.



Georgia DNR Cpl. Kelly Grimes administers a horizontal gaze nystagmus field sobriety test to a Boating Under the Influence suspect during a training session.

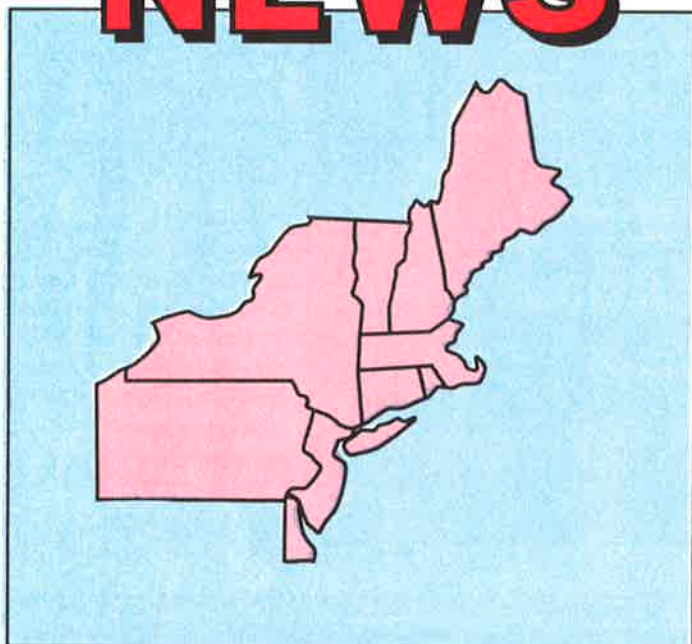


Missouri patrolman Rod Sederwall is on station with this 23-foot Webbcraft I/O patrol craft.



Boating safety work isn't always in the field. Officers with the Pennsylvania Fish Commission spend many hours in the classroom, perfecting skills and learning new techniques and technologies.

NESBAC NEWS



Connecticut

There were 1,623 citations for boating law violations issued in Connecticut last year, along with 324 written warnings. Data on the rate of convictions/bail forfeitures is not available. The most common violation involved personal flotation devices, followed by speeding (which includes the slow/no wake zones). Major area of enforcement emphasis last year was on speed controls along the Connecticut River and Candlewood Lake. Emphasis this year continues on speeding, as well as Boating Under the Influence.

Delaware

A total of 1,250 citations were written by DNR officers last year, with 17 percent involving boating offenses. The vast majority of warnings are verbal, with numbers not tracked. Conviction and forfeiture rates are in excess of 95 percent. Most common citation involves personal flotation devices, including insufficient numbers and unserviceable PFDs. Enforcement emphasis, with a great deal of publicity, last year was on Operating Under the Influence, in part because of a tough new law. This year, the Save Our Bays interagency task force is operating patrols targeting specific offenses and areas, heavily publi-

cizing times and places, as part of a high visibility enforcement effort.

District of Columbia

Officers issued 33 citations last year, along with 89 written warnings. Of those, 278 resulted in convictions and/or forfeiture of bail. Most common violations included no-wake zone and no fishing infractions. Enforcement emphasis continues on excess speed in wake zones.

Maine

There were 708 citations written for boating law violations in Maine last year, along with 517 written warnings. The vast majority of violators simply forfeit bail without making a court appearance, but the conviction rate/bail forfeiture rate together is 97 percent. Most common violation continues to be PFD-related, including insufficient numbers and unserviceable units. Boating while under the influence was a primary training and enforcement emphasis last year, and will continue to be again this year.

Massachusetts

Environmental Police officers inspected 29,862 boaters in the commonwealth in 1990. Of 2,444 citations written, there were 1,321 noncriminal, 931 warnings, 188 criminal, and four hearings. The compliance rate for boaters was 91.8 percent. During 1990, boating safety enforcement was supplemented by using local police within their jurisdiction. Operating Under the Influence of Alcohol enforcement and detection is a major emphasis this year, with Environmental Police officers trained in the proper use of alcohol detection and measuring devices.

New Hampshire

A total of 1,261 summons were issued in 1990, with the most common violations involving unregistered vessels, non-compliance with PFD requirements, and violations of the safe passage regulations (the state has a 150-foot safe passage law, with vessels within that zone restricted to headway speed). There were 4,637 warnings issued, with the most common infractions involving: violation of the safe passage regulations, unregistered vessels, or PFDs. Enforcement emphasis last year focused on Boating While Intoxicated. This emphasis will continue this boating season, as part of the effort to further reduce the accident rate. This will be the first year of full reciprocity with neighboring states, allowing vessels registered in other states wider use within the state, and could lead to substantially higher boating activity.

New Jersey

Enforcement officers in New Jersey issued 7,820 citations in 1990, along with 11,611 warnings. Conviction/forfeiture rate was approximately 98 percent. Most common citations were for: numbering violations; speed, wash and wake; and personal flotation devices (lack of or insufficient numbers) as well as related safety equipment infractions.

New York

A total of 4,670 citations were written in New York last year. The state does not track warnings. Conviction/forfeiture rate was 74 percent. Most common violation involved registration (23 percent), followed by excess speed (22 percent), personal flotation devices (10 percent), and reckless operation (6 percent.). Boating while under the influence enforcement was a major emphasis last year. Several new boating laws are in effect this year, including mandatory wearing of PFDs for children under 12 and new personal watercraft regulations which include mandatory education for young operators.

Pennsylvania

A total of 3,622 citations involving boating violations were written last year, along with 13,790 warnings. Of those, only 19 cases were dismissed. Most common violation continues to involve personal flotation devices (1,273). Boating Under the Influence enforcement continues to be the most heavily emphasized area of enforcement.

Rhode Island

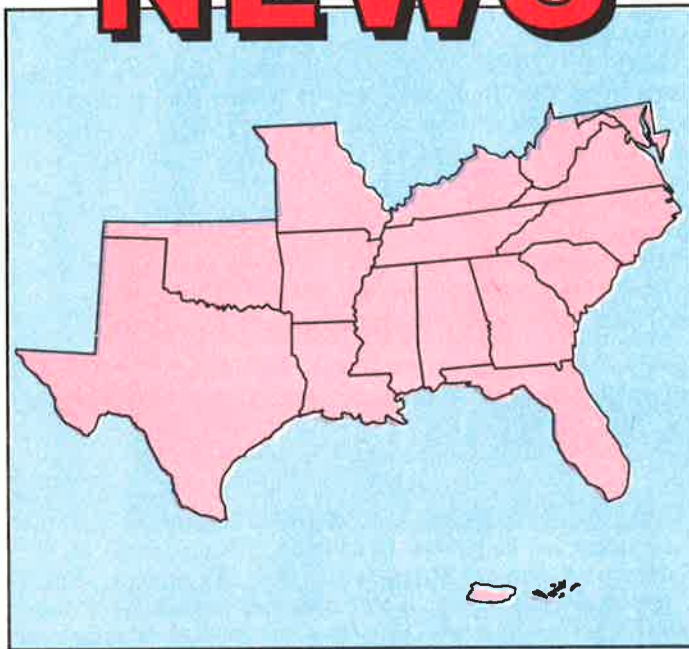
Officers issued 340 citations for boating law violations last year, along with 629 written warnings. Most common violation involved registration. Conviction/forfeiture rate is in excess of 90 percent. In 1990, reckless operations enforcement was emphasized. This year, with a new Operating Under the Influence law in place, alcohol-related enforcement will be emphasized. The state also passed a new personal watercraft law, which limits hours of operation, age, and areas of operation as well as mandating personal flotation device use.

Vermont

A total of 334 citations for boating law violations were issued last year, along with 613 written warnings, with a

conviction/forfeiture rate of 95 percent. Most common violation involved infractions of the 200 foot-no wake zones. Last year, special attention was paid to no-wake zone enforcement. This year, additional training and emphasis is being placed on boating while intoxicated enforcement.

SSBLAA NEWS



Alabama

Officers issued 3,573 citations for boating law violations in Alabama last year, in addition to 2,325 written warnings. The conviction/bail forfeiture rate was 86.1 percent. Most common violation last year was no registration for the current year. This was closely followed by insufficient number of personal flotation devices. Special emphasis last year was on the successful ADIOS program — Alcohol and Drug Impaired Operator Search. For the current year, emphasis is placed on moving violations, including reckless or negligent operations, and vessels improperly operating at night.

Arkansas

Officers issued 1,753 citations for boating law violations

last year. The state does not track warnings. Of the citations, 94 percent resulted in convictions and/or bail forfeiture. Fines amounted to \$34,034. Most common violation involved personal flotation devices, usually none, followed by non-compliance with registration requirements. Special enforcement emphasis continues to be on boating under the influence.

Florida

Officers of the Florida Marine Patrol issued 8,764 citations for state marine resources violations, 93 for federal marine resources violations, 12,369 for boating law violations, 69 for marine theft or title fraud, 65 for narcotics, and 1,384 for other reasons, for a total of 22,784. Warnings involving boating came to 45,123. There were 41,495 written boat inspections, and 9,957 public services on the water (towing or other public aid). Officers investigated 605 of 1,176 reported accidents. 139 stolen vessels were recovered. Most common violation involved lack of, insufficient, or unserviceable safety equipment. Wearing of PFDs was and continues to be a major emphasis of FMP officers. Marine inspections continue to be emphasized, as part of the education process of letting people know what they need and to make sure that the items are operable.

Florida

Officers issued a total of 22,913 citations, including 5,228 for boating law violations. In addition, officers issued 15,323 written warnings. There were 750,859 user checks. Conviction/forfeiture rate is well above 90 percent. Most common violations continue to be for administrative or safety infractions. Special enforcement emphasis continues to be on intensive water patrols, looking at safety violations as well as Operating Under the Influence. A major thrust is on public awareness of boating safety. The agency is looking to add a number of boating safety officers with an emphasis on education.

Georgia

There were 3,569 citations issued for boating law violations in Georgia last year, along with 8,794 written warnings. Of the citations, 3,436 resulting in convictions or bail forfeitures. Fines amounted to \$223,142. Most common violations involved personal flotation devices: 2,310 for insufficient number, 510 for none aboard, 610 for not having a throwable device, and 209 for unserviceable units. In 1990, the major special emphasis was on boaters Operating Under the Influence. In 1991, emphasis is again on Operating Under the Influence, in addition to reckless and/or negligent operation, and operating at night without lights.

Kentucky

Officers of the Kentucky Water Patrol issued 3,015 citations and in addition made 910 arrests for boating law violations last year. In addition, they issued 4,508 written warnings. Conviction and/or forfeiture rate is in excess of 80 percent. Most common violation is within the broad category of reckless operation. This may include sitting on the back of a seat in a boat underway, sitting on the unprotected bow of a boat under way, or similar safety considerations. Equipment violations, including personal flotation devices and fire extinguishers, were the second most common, and alcohol-related offenses were third. Special enforcement emphasis last year and this involves alcohol and drug laws.

Louisiana

Officers issued 25,300 citations for boating law violations last year. The state does not issue written warnings. Conviction rate is in excess of 83 percent. This figure is believed to be low, because of the method of tracking citations through the judicial system. A new program has just be installed, which should more accurately reflect conviction/forfeiture rates. Most common violations involve failure to comply with personal flotation device requirements, followed by no fishing license. Emphasis continues on removing the intoxicated operator from the waterways. Boating is becoming more congested, with boaters congregating in some popular areas, such as in the urban waterways where bands play on docks. High-visibility patrols are emphasized in these areas.

Maryland

During the past fiscal year, Maryland Natural Resource Police issued 4,450 citations for boating law violations, as well as 11,059 warnings. The estimated conviction/forfeiture rate is in excess of 90 percent. Most common citations include personal flotation devices (insufficient number of, lack of, lack of a throwable — totalling 1,160) followed by speeds in excess of 6 knots in a regulated zone. Emphasis continues on those boating law violations that are causal or contributing to boating fatalities: personal flotation devices, negligent or reckless operation, operating while intoxicated, speeding, or failure to comply with water skiing rules. A very heavy stress is being laid on public education, attempting to get boaters to wear personal flotation devices if not all the time at least during those times of greatest potential hazard. State statistics show that 80 percent of those who died in boating accidents would have lived if they had been wearing personal flotation devices.

Mississippi

Boating law citations issued amounted to 2,150 last year in Mississippi. The state does not issue warnings. Of the citations, 117 were dismissed. Most common violations involve personal flotation device infractions (number of or condition). Children 12 and under must wear personal flotation devices when a boat is under way. Emphasis continues on removing intoxicated boaters from the waterways, with substantial efforts being made to keep all officers trained in alcohol detection and enforcement.

North Carolina

Officers issued 5,767 citations for boating law violations in 1990, in addition to 9,819 warnings. Conviction/forfeiture rate is 93 percent. In 1990, special enforcement emphasis was placed on Operating Under the Influence training and enforcement. In 1991, there are increased night operations of aircraft, looking for all boating violations but very effective in detection of running light infractions.

Oklahoma

Lake Patrol officers issued 1,239 citations last year, 148 of these alcohol related. In addition, there were 3,777 written warnings. Conviction/forfeiture rate is in excess of 95 percent. Most common violation involved registration, either failure to register a vessel or failure to possess a registration certificate when a vessel is in use. Emphasis continues on life-threatening situations: reckless operation, as well as lack of or insufficient safety equipment such as personal flotation devices and fire extinguishers.

Puerto Rico

There were 2,594 citations issued in Puerto Rico last year, and of those not one has been dismissed. Most common violations involved numbering and registration, with 267 citations. Second was speeding. In 1990, emphasis was focused on boating safety/negligent operations as well as negligent operation of personal watercraft. For 1991, the major focus will be on personal watercraft enforcement.

South Carolina

Officers issued 1,782 citations for boating law violations last year, as well as another 678 written warnings.

Conviction/forfeiture rate is in excess of 90 percent. Most common violations involved insufficient number of, improper, or no personal flotation devices (647 citations). Second was negligent operation, with 85 cases, violation of wake zones with 76 cases. Enforcement effort will continue with saturation patrols in high use areas with emphasis on personal flotation device compliance. Of the 33 boating fatalities last year, 30 would have survived if they had been wearing a personal flotation device.

Tennessee

Officers in Tennessee checked 57,600 boats last year, and issued 1,291 citations and 1,321 warnings. Most common citation involved non-compliance with registration requirements, followed by insufficient number of personal flotation devices, 1991 is the third year of an intensive anti-Boating Under the Influence campaign. Last year, officers issued only six BUI citations, a pace that appears likely again this year. This comes despite vigorous patrol efforts on major lakes, with special patrols targeting high-use lakes every weekend of the summer. Under the Tennessee plan, teams of four additional patrol craft target one lake in each of the state's four district each weekend. There have been a number of workshops offering training in alcohol detection and enforcement as part of this effort.

Texas

Officers issued 5,517 citations last year, with a conviction/forfeiture rate of 85 percent. The state does not issue written warnings. The most common violations involved equipment, basically required safety items. Boating while intoxicated enforcement was the major emphasis in 1990, and continues into 1991 as a major target of patrol officers. In 1991, there is increasing emphasis on night operations. There have been forays into task force operations during high utilization times and areas.

Virgin Islands

Out of 1,065 vessel inspections last year, officers issued 638 citations for 947 violations. In addition, 145 warnings were issued. Under the legal system in the Virgin Islands, emphasis is placed heavily on bringing boaters into compliance rather than on prosecution. Conviction/forfeiture rate on those cases entering the judicial system is in excess of 90 percent. Most common violation continues to be failure to register a vessel, followed by failure to display numbers and failure to have sufficient numbers of serviceable personal flotation devices aboard inflatables. Safety issues continue to be the major enforcement emphasis, with attention paid to having dinghies and other small craft displaying proper running lights.

Virginia

Officers issued 5,104 citations for boating law violations last year. Of those, 3,921 ended with a conviction or forfeiture and 874 had the boater comply with the law, and 303 were dismissed. Most common violation involves personal flotation device regulations. Second is improper registration, followed by improper numbers display and then by improper lighting. Major emphasis last year, and continuing to this year, is boating under the influence enforcement. Last year there were 55 citations for drunk in public, and 71 for drinking in public.

West Virginia

Officers issued 490 citations in 1990 for boating law violations. The state does not issue warnings. Conviction/forfeiture rate is 80 percent. Most common citation last year was for creating a wake in a no-wake zone, 206. This year, continuing from last year, the major area of enforcement emphasis was for Operating Under the Influence.

NCIABLA NEWS



Illinois

Officers in Illinois issued 1,508 citations for boating law violations last year, along with 3,887 warnings. Far and away the most common violation for failure to comply with personal flotation device requirements, with 695 citations and 1,098 warnings. Conviction/forfeiture rates are not available. Enforcement emphasis in 1990 involved Operating Under the Influence, as well as a more thorough job of accident investigation and reconstruction. In 1991, the areas of emphasis include accident investigation, Operating Under the Influence, and a heavier focus on careless/reckless operation. With the increased emphasis on accident investigation over the past three years, the agency has gone from a personal investigation of approximately half the accidents to today's 80 percent rate. This has been accomplished with a number of schools, as well as praise and positive feedback for improving performances and jobs well done.

Indiana

There were 1,940 citations written in Indiana last year for boating law violations, as well as 1,515 warnings. Conviction rate is 74 percent. The most common violation cited involved personal flotation device requirements, indicating the full range from a lack of to insufficient numbers of to unserviceable units. The state has mounted a significant effort against Operating a Watercraft While Intoxicated, a program heavily emphasized last year and which is being again emphasized this year.

Iowa

Under Iowa law it is illegal to use the issuance of citations as a standard of performance. To prevent possible inadvertent use of the statistics as a yardstick, or to prevent the appearance of such us, the state does not track the issuance of citations nor the pattern of issuance. In the past, the state had noted a significant problem with the vessel registration process and with violations of passenger capacity in recreational vessels. As a result, task forces were formed in each district of the state to aid county recorders with the proper methods of filling out registration documents, and with every dealer in the state to make certain that everyone knew of proper registration procedures. Dealers, for example, had to sign off a list to identify that they were aware of the regulations following an officer visit. For 1991, there will be added emphasis on accident investigation as part of the process of identifying and reducing hazards on the waterways.

Kansas

Despite a reduction in the number of patrol hours worked last year by the 75 DNR officers involved with the boating programs, due to expanded department duties, a total of 1,913 citations were issued. Officers clocked 10,084 hours of boat

patrol, and were involved in 421 hours of search and rescue operations. An additional 853 warnings were issued. Conviction or bail forfeiture rate is 96 percent. Most common citation involved personal flotation devices, either an insufficient number or not readily accessible (under Kansas law, PFDs must be 'readily available' to meet the regulations.) Enforcement emphasis in 1990 was on vessel registration and Boating Under the Influence. For 1991, Boating Under the Influence will remain a high priority item. Officers will also be watching for personal flotation device violations, including the regulation that mandates wearing of PFDs by those 12 years of age and under while a boat is under way.

Michigan

Officers issued a total of 8,592 citations for boating law violations in 1990, along with 28,391 warnings. There were 6,017 complaints called in. Most common violation involved registration, followed closely by failure to comply with personal flotation device regulations. This tapers rapidly off to the third place lack of fire extinguishers. Most common operational citation was in the slow- no wake zones. Conviction/forfeiture rate is 95 percent. Enforcement emphasis last year was on targeted patrols in high-use, peak use areas, which proved to be successful with fatality rates dipping to the low 30s. Earlier this year, as a continuation of that policy, there was a workshop/meeting with county marine deputies to exchange information on the successes of the targeted patrol system and how it can be improved with county/state cooperation.

Minnesota

A total of 3,600 citations for boating law violations were issued in Minnesota last year, along with 3,000 warnings. Conviction/forfeiture rate is approximately 95 percent. Most common citations were for failure to register a vessel or to display registration, following by insufficient numbers of personal flotation devices aboard and then by Boating While Intoxicated. Major areas of emphasis in 1990 involved lights and Boating While Intoxicated, and this is being carried over into 1991.

Missouri

Officers issued 3,206 citations for boating law violations in Missouri last year, in addition to 19,529 warnings. Most common violations leading to citations were expired registrations, improper lighting, and insufficient numbers of personal flotation devices. Last year, there was a very heavy emphasis placed in Boating While Intoxicated, with 139 cases of intoxicated operators and two cases involving drugs. So far this year, with the same emphasis, 46 BWI citations have been issued, compared to 37 in the like period of 1990.

Nebraska

Nebraska enforcement officers issued 588 citations for boating law violations last year. Warnings are not tracked. Conviction/forfeiture rate is 96 percent. Most common citation last year was for either no or an insufficient number of personal flotation devices on board. There were no areas of special enforcement emphasis last year nor this.

North Dakota

Conservation officers issued 265 citations for boating law violations in North Dakota during 1990. The number of warnings issued is not tracked. The conviction/bail forfeiture rate is not available. The most common violation leading to a citation is an inadequate number of personal flotation devices on board, followed by improper numbering. There was no special enforcement emphasis in 1990. With the passage of a new Boating Under the Influence law, there will be additional training and added enforcement in this area. The new law does not have provisions for field testing of subjects.

Ohio

There were 1,628 citations for boating law violations issued in Ohio last year, in addition to 4,718 warnings. Non-compliance with personal flotation device regulations (ranging from lack of through insufficient number of to unserviceable) was the largest category of citations, followed by vessels operating out of zone (water-skiing through a no-wake zone, for example) and improper display of vessel registration. Boating under the influence continues to be a major emphasis this year, as it was last, with the continued promotion of the Sober Skipper designated operator program.

Ontario

Some 33,513 vessels were checked in Ontario last year, and from those 2,842 charges were laid and 5,491 warnings were issued. Most common violation involved alcohol, from impaired operators to public display. Second most common area of violation fell under the Shipping Act, and primarily involved improper or insufficient safety items. Third areas involved the rules of the road, and covered such areas as failure to yield. Alcohol enforcement will continue to be a high priority item, with an estimated 40 to 45 percent of all boating fatalities involving alcohol. A second major area will be the encouragement of personal flotation device wearing, especially among children with the hope that the children will influence the adults.

South Dakota

A total of 139 citations for boating law violations were issued in South Dakota last year, and all resulted in either conviction or forfeiture of bail. The state does not track warnings

as such. The single most common reason for issuing a 10-day warning would be for improper display of numbers. In that case, the boater would have ten days to correct the problem, and at that time the warning would be terminated. Non-compliance would, obviously, result in a citation. Most common violation leading to a citation continues to be personal flotation devices, either insufficient numbers of or a lack of aboard a vessel. Because of additional training and better preparation, officers will be more involved in Boating Under the Influence enforcement. This should not indicate a major change, but will come about as officers do a better job.

Wisconsin

State officers issued 5,253 citations for boating law violations in Wisconsin last year, which does not include the number of citations issued by municipal police. There were approximately 50,000 warnings issued. Most common violation involved failure to comply with personal flotation device regulations. In 1990, major enforcement emphasis was placed on Operating Under the Influence enforcement. There will be a two-fold emphasis this year: noise as well as a continuation of Operating Under the Influence program. As always, there is a strong focus on personal flotation device use. The state estimated that 16 of the 19 boating accident fatalities last year could have been prevented had the victims been wearing their personal flotation devices.

WSBAA NEWS



Arizona

Enforcement officers in Arizona issued 1,245 citations for boating law violations during 1990. The state does not track the number of warnings issued. Most common violation involved personal flotation device requirements, including lack of, insufficient number of, and unserviceable. The state has a program of significant enforcement teams working on the major holidays, and will also deploy these teams on major lakes on any weekend throughout the boating season.

California

California enforcement officers issued 5,447 citations for boating law violations last year, in addition to 24,653 warnings. Principal area for citations fell under operations, followed by registrations. The state does not track the conviction/forfeiture rate as such, but it is believed to be very high. Special enforcement emphasis, both in 1990 and 1991, has been alcohol-related offenses. The state anticipates fielding new alcohol sensing devices, along with related training for their use, but under present planning this appears to be for the 1992 boating season.

Colorado

Boating safety and law enforcement officers in Colorado issued 688 citations for boating law violations during 1990. Until 1991, the state did not collect data on warnings issued. This is now being done, and will be available for next year. Of the citations, only 19 were dismissed, yielding a conviction/forfeiture rate in excess of 98 percent. Most common violation leading to a citation was a lack of proper personal flotation devices. Boating Under the Influence was the major area of enforcement during 1990, and this continued into 1991.

Hawaii

There were 1,964 citations issued for boating law violations last year. Most common infractions involved vessel registration, either expired or improperly displayed. Violations involving PFD regulations were the second leading cause. Number of warnings is not readily available, as these are not officially logged. Special enforcement emphasis last year was on seasonal closure of areas because of whale migration. For the current boating season, major emphasis is placed on PFD compliance.

Idaho

Idaho, in which local law enforcement agencies provide the

bulk of boating law enforcement in conjunction with state grants, tied its boat inspection program to the issuance of enforcement and boating facility grants. As a result, there were 5,440 written inspections last year, an increase of more than 200 in one year. During 1990, officers issued 193 citations for boating law violations, along with 2,307 warnings. The state does not now track the conviction/forfeiture rate as a stand-alone number. Most common reason for citations continue to be non-compliance with personal flotation device regulations, followed by registrations. The state is continuing with its aggressive support of boat inspection programs as part of its overall emphasis on boating safety, a program bolstered by declining boating fatality rates. Counties which enter into the inspection program (with some counties performing in excess of 400 inspections before mid-year, a record pace) tend to follow through with active enforcement programs and are committed to active boating safety programs.

Montana

Boating safety and law enforcement officers in Montana issued 674 citations for boating law violations last year. The state does not track the 'courtesy citations' or warnings. Most common citation is for non-compliance with registration requirements. In 1990, the major enforcement emphasis was on boating safety equipment. For 1991, enforcement efforts will focus on a number of new laws: noise regulations; and new limits on motor boat operators. Now, any person under 18 years of age wishing to operate a vessel of 10 hp or more has to be under the supervision of an adult and has to have taken a boating education class. In 1993, this will expand to require that all persons wishing to operate a motor vessel will have to have a valid Montana motorboat operators certificate. All persons operating personal watercraft now will have to wear a personal flotation device.

Nevada

Officers issued 791 citations and 594 warnings for 1,385 violations of boating law during 1990. There were some 5,102 boardings (inspections) and 17,111 persons were contacted by enforcement officers during the year. Compliance rate rose marginally to 73 percent, up from 72 percent in 1989. Boaters on Lake Mead and Lake Mohave accounted for 84 percent of the citations. Most common violations included: registrations, speeding, personal flotation devices, fire extinguishers, and reckless operation. Conviction/forfeiture rate is in excess of 95 percent. Operating Under the Influence continues to be a major enforcement effort. Last year there were 10 OUI cases, with a blood alcohol count averaging .132. So far this year there have been more than 20 arrests, reflecting better training and increased emphasis on detection. Next year, emphasis will be focused on new legislation involving: personal watercraft, ski flags as well as setting a minimum age for operator and ob-

server in waterski boats, dive flags, mooring areas, and anchoring lights.

New Mexico

Boating safety and law enforcement officers in New Mexico issued a total of 139 citations for boating law violations during 1991, with far and away the largest single category involving non-compliance with personal flotation device requirements. Conviction rate is about 70 percent. The pace of citations is up for 1991, and through the first half of the year PFDs are still the major area of violation. The state does not issue written warnings. Safe boating operation is the major area of enforcement emphasis for this year — areas of concern include such practices are bow-riding in unprotected craft, gunwale riding, overloaded craft, and compliance with personal flotation device requirements.

Oregon

There were 3,697 citations for boating law violations issued in Oregon during 1990, in addition to 8,276 warnings. Most common violation involved insufficient number of personal flotation devices aboard. Conviction/forfeiture rate was 85.3 percent. Areas of special enforcement emphasis during 1990 and continuing in 1991 involves boating and alcohol. Focus is on training and equipping officers to detect and apprehend violators.

Utah

A total of 1,967 citations were issued in Utah during 1990, in addition to 12,846 warnings. Most common violations leading to citations involved insufficient or unserviceable personal flotation devices and registration. Officers conducted 665 boat assists or rescues during the year. It now appears that a significant area of enforcement next year will be noise controls and Boating Under the Influence.

Washington

Boating safety and law enforcement officers in Washington issued 3,727 citations for boating law violations during 1990, in addition to 4,865 warnings. Most common citation was for failure to register a vessel. In 1990, the state's boating program established a boating law enforcement approval program, setting the minimum standards for a local marine law enforcement program. Some 27 counties (out of 39), five cities and three state agencies have reached the standards, with a half a dozen counties still in the approval process. Approval is necessary for state boating funds. During 1991, the agency will

monitor the approved programs, to ensure compliance. On the training side, the state focused on presenting training programs for enforcement of Boating While Intoxicated laws.

Wyoming

Officers in Wyoming issued 132 citations for boating law violations during 1990, in addition to 215 warnings. Most common violation involved the failure to produce personal flotation devices. The conviction/forfeiture rate is nearly 99 percent. For 1991, a major enforcement emphasis will be focused on Guernsey State Park, respond to the volume of complaints from that recreational area.

West Virginia officers stage water safety show

The West Virginia Division of Natural Resources, Law Enforcement Section's goal of continuing to be very active and highly visible in promoting boating and water safety activities throughout the state kept conservation officers from District V busy this spring. Officers participated in several community meetings dealing with safe boating and water safety.



A basic boating safety course was also conducted by the officers at the main station of the Huntington Fire Department. A Water Safety Show was held at the Huntington City Hall which involved a cooperative effort of the U.S. Coast Guard, U.S. Naval Reserve, Sea Cadets, Corps of Engineers, Huntington Fire Department and the DNR conservation officers. The main emphasis of the show was water safety.

Third grade students and teachers from the two counties surrounding the area were present. At the show, officers distributed a T-shirt to each student and teacher which read "Wa-

ter Waves To Safety". The T-shirts were donated by the Greater Huntington Water Safety Committee.

Sgt. T.D. Coleman, area Boating Safety/Education Coordinator, was on hand to demonstrate proper PFD wear to the students. Sgt. Coleman, a 12-year veteran of the law enforcement section, has been instrumental in gaining public involvement in recreational educational pursuits in the district.

Delaware now certifies boating class graduates

The Delaware Division of Fish & Wildlife, Dept. of Natural Resources and Environmental Control's Boating Safety Program has set up a voluntary certification course to certify any student who takes a boating safety course with the U.S. Power Squadrons, U.S. Coast Guard Auxiliary, or a state certification class.

The program is similar to the Maryland's, using the Scanticon computer system to maintain a database. To date, the Delaware program has certified approximately 1,200 students. The boating program's classroom instruction is run by certified state volunteer instructors. Each county has a volunteer liaison instructor who coordinates activities with the main office and volunteer instructors, delivers literature to marine business, sets up displays for boat shows, and other, similar tasks.

The first annual State Boating Education Awards Dinner was held in May at the Colony Inn Restaurant, Milford, and those volunteers from the state, U.S.P.S. and U.S. Coast Guard Auxiliary who contributed many hours were given awards of appreciation following a buffet dinner. One state volunteer, Edgar Dodenhoff, had contributed over 400 hours to the boating education program.

SELSAR chair promoted

Bill Dobson, Commander, Search and Rescue, St. Tammany Sheriff's Office, Skidell, La., and chairman of the Southeast Louisiana Search & Rescue Organization, was promoted to lieutenant colonel the same day it was announced he was selected as an Honored Member in West's Who's Who in Law Enforcement.

Dobson, a veteran of 28 years of law enforcement, is nationally known in the fields of search and rescue as well as boating safety.





Receiving the NASBLA Public Service Award from Minnesota Boating Law Administrator Kim Elverum, right, were Carmichael Lynch ad agency president Lee Lynch, center, and group creative director Frank Haggerty, left. (Photo by Tim Smalley)

Ad agency given NASBLA public service award

Minnesota boating law administrator Kim Elverum recently

presented the Carmichael Lynch advertising agency of Minneapolis with the NASBLA Public Service Award. Carmichael Smith donated over \$250,000 worth of creative time to the Minnesota Dept. of Natural Resources since 1988. Several of the announcements produced by the agency won national and international awards, including the CA - Advertising Annual Award, the International Film and TV Festival, and the 'Oscar' of advertising, the CLIO.

NASBLA Officers

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Six year sentence levied

In what is believed to be the longest sentence handed down in Minnesota for a boating violation, a judge imposed a six-year sentence for a series of offenses leading to a fatality.

The man was sentenced by Thomas R. Butler, a Freeborn County District Court judge, after being found guilty of three counts of criminal vehicular homicide, one count of operating or being in physical control of a motor boat while under the influence of alcohol, and one count of operating or being in control of a motor boat while having a blood alcohol concentration of .10 or more. A 19-year-old was killed in the boating accident.

SMALL CRAFT ADVISORY



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National Association of State Boating Law Administrators

A Job Well Done

Water Patrolman apprehends gunman

When Jamestown, Kentucky, pharmacist Jeff Warner saw a handgun pointed at him, his first reaction was that the man would say "It's a joke." Instead, the gunman demanded all the druggist's narcotics and then forced him to lay his head down on a table.

At the robber fled, Warner called the emergency dispatch center to say he had been robbed at gunpoint. The robber, on foot, passed Jamestown police chief Steve Taylor on his way to his get-away car and pair of accomplices. Taylor, hearing the radio report on his radio, attempted to apprehend the three. He ordered all three to the ground, but the original gunman fled in the get-away car while the chief captured the other two.

Taylor called for backup, and the first to responded was Kentucky Water Patrolman Tony Wright. Told that the suspect was fleeing northward in a brown station wagon, Wright donned his body armor, removed his issued shotgun from the trunk of his cruiser, and began to search for the suspect.

Wright and agent Jimmy Coffee of the state Attorney General's office located the abandoned get-away vehicle, and Wright immediately blocked the vehicle in with his cruiser. The two officers cautiously approached the vehicle, checking it out for the suspect who had already fled. Wright saw drugs from the robbery scattered around by the car, and immediately called for

backup. As the two began a search through the woods for the suspect, a Kentucky State Patrol officer found a MAC 10 assault weapon and several clips of ammunition in the vehicle.

Told by civilians that they had seen a man go into the woods, the two officers waited for backup while keeping the clump of woods in view and the suspect contained. Four more officers soon arrived, and the six began to search the woods in teams of three. Deputy Sheriff Lee Arnold found the suspect and ordered him to put up his hands. Wright saw that the gunman was still armed, and covered the suspect with his shotgun. He approached the armed suspect, warning him to put the gun down, and after some hesitation the gunman put his .32 automatic pistol in his pocket and as ordered sank to the ground. The automatic, when examined later, was found to be loaded.

From the first report of the robbery to the arrest took just over an hour.

Wright later stressed that a major factor in wrapping up the affair was the body armor and shotgun issued by the Water Patrol. Without them, he is sure, the incident would have ended in gunfire rather than a surrender.

The Kentucky Water Patrol includes felony traffic stops and use of force as part of its in-service training.