

SCA

small craft advisory

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National Association of State Boating Law Administrators

NASBLA LAUNCHES THE TEACHING MOMENT



Ways to engage paddlers

UCOTVA charts new territory

SCA

small craft advisory

The official publication
of the National Association
of State Boating Law Administrators

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ANGSTROM GRAPHICS

Circulation Director **SAM LYNCH**

EDITORIAL OFFICES

1648 McGrathiana Parkway, Suite 360
Lexington, KY 40511

PHONE: 859.225.9487

FAX: 859.231.6403

EMAIL: editor@nasbla.org

About the Cover

Participation in paddlesports continues growing by leaps and bounds. In fact, the U.S. Coast Guard's most recent National Recreational Boating Survey shows that U.S. boaters spent 640 million hours paddling 6.4 million canoes and kayaks in 2012.
American Canoe Association photo

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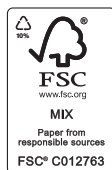
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from the

Helm



Herb Angell
NASBLA President



John Johnson, CAE
NASBLA CEO

National program succeeds in increasing recreational boating safety

No matter how you measure it, recreational boating is getting safer; we think, a lot safer. Across the country, our members and our partners, boating safety volunteers and professionals alike should be standing in their chairs shouting out the successes of the National Recreational Boating Safety (RBS) Program. Boating fatalities are at an all-time low, again!

Another significant reduction in last year's boating accidents and fatalities, on top of the steady, long-term downward trend in boating-related casualties, points to the cumulative impact of our shared efforts to make recreational boating safer and more enjoyable. National accident statistics released in May reflect a 14 percent downturn in boating fatalities from 2012 to 2013 alone, with commensurate decreases in injuries (down 13%) and overall boating accidents (down 10%). This substantial one-year decrease in casualties comes on the heels of another record-low year in 2012 (the best year ever in one-year reductions!).

Did you know that over one-third of the reductions in fatalities last year can be attributed to a decline in the number of deaths where alcohol use was the known primary contributing factor? Are these improved outcomes the result of a growing but inevitable shift in social norms that is leading to a stronger "safety culture" or the result of combined education, awareness and enforcement efforts brought to bear by our members and our partners on the water? Certainly, the answer has to be YES, all of the above!

NASBLA is proud of its role in helping the states leverage better outcomes in alcohol mitigation through the efforts of Operation Dry Water, a national boating and alcohol awareness and enforcement campaign now in its sixth year. Since the program began in 2009, accident data over the last five years reflects a 31 percent decrease in the number of recreational boaters'

deaths where alcohol use was the known primary contributing factor.

Although the "awareness" component of this successful campaign stands on its own merit, without more than a decade of NASBLA's effective BUI "detection and enforcement" training through the state agencies and their local partners, this initiative would not be nearly as effective as it otherwise has been. Likewise, the BUI detection and enforcement curriculum used to train state, local and federal marine law enforcement officers over the last decade is itself a product of years of research, development and scientific investigation that ultimately led to the validation of a seated battery of standardized (BUI) field sobriety tests.

The moral of this story is that success has many fathers; and there are no silver bullets to making our waterways safer. It takes all of us working all the time to continue to push these numbers downward year after year. Even though there is little measurable change in life jacket "wear rates" at present, for example, what (unknown) positive impact is the Wear It! Campaign having on the overall, long-term boating safety culture? Perhaps it is much more significant, and much more complicated, than we can discern from this vantage point.

Like the reduction in alcohol-related fatalities (the result of more than a decade of hard work, persistence and innovation, yet with minimal financial investment) perhaps we are just too near-sighted to see the fruits of our labor in reducing fatalities due to an increased awareness of risk and appreciation for managing risks on the water. We need to stay the course and significantly increase our relatively small investment in life jacket awareness.

Moreover, as a community of policy- and decision-makers, NASBLA believes we need to do more to reinvest in all those activities that are demonstrating the greatest potential for

increasing the number of lives saved. Over the last five years, for example, less than 10 percent of U.S. Coast Guard grant awards to national nonprofit organizations went to sustain the efforts of alcohol abatement or alcohol mitigation, despite the fact that alcohol remains the leading known contributing factor in recreational boater deaths overall.

Alcohol mitigation should be a consistent, annual national RBS program priority where commensurate resources are made available to address this significant intervention effort. NASBLA believes that numerous organizations are well positioned to contribute to alcohol abatement on the water, and it encourages agencies and organizations nationwide to partner with NASBLA and the state boating programs, not only in this year's Operation Dry Water Campaign on June 27-29, but in year-round efforts to reduce alcohol-related incidents on the water.

Again, any way you package it, the results of last year's accident reporting by the states and their local reporting partners, demonstrates significant progress in making boating safer. Since the program took on its modern dimensions, beginning with the Federal Boating Safety Act of 1971, together, we have succeeded in reducing annual fatalities by more than 60 percent! We should reflect on just how important that number is and just how far the program has come.

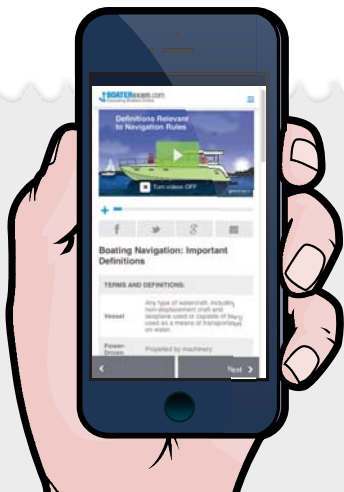
On average, each year for the last 40 years, more than six in 10 recreational boating fatalities have been averted as a result of the efforts of the National Recreational Boating Safety Program. Tens of thousands of people have lived to boat another day thanks to your efforts and those who have gone before. On behalf of NASBLA and its member agencies, thank you for your commitment to making boating safer and congratulations on a job well done! *

We couldn't do it without you.



All 40 of you.

When we created our free online Paddlesports Safety Course, we hoped people would jump (safely) onboard. Today, we want to give a big shout out to the 40 states that promote our NASBLA-sanctioned course. Together, we're helping educate the next generation of safe paddlers.



New and improved!

Our free *Navigation Rules Study Guide* just got even better. Mobile-optimized, with all new animations, it's never been easier to keep your "stand on" and "give way" straight.

Available now at: <http://www.boaterexam.com/navrules/>

NASBLA News

NASBLA becomes member of ANSI



NASBLA has become an Organizational Member of the American National Standards Institute. This is the first step in seeking ANSI accreditation as a Standards Developing Organization. ANSI is a private, nonprofit organization that administers and coordinates the U.S. voluntary standards and conformity assessment system. The institute represents more than 125,000 companies, organizations, government agencies, academic and international bodies and individuals across nearly all industries and discipline.

NASBLA announces staff promotions



John Fetterman has been promoted to Deputy Executive Director (for Law Enforcement, Credentialing and Intergovernmental Relations) where he is part of NASBLA's senior management team and provides direct support to the chief executive officer, the executive board, multiple committees and other key governance structures of the association. John's deep management experience in law enforcement and state government, combined with his rich and varied network of critical relationships in our community, and his passion, commitment and dedication to our members have earned him the trust and confidence of NASBLA's leadership, as well as the respect and admiration among other national leaders in recreational boating safety and maritime security.



Hannah Helsby has been promoted to Project Manager where she will play a more significant leadership role in the planning and execution of Operation Dry Water, the NASBLA Leadership Academy, the Annual Conference and the BLA Workshop. Hannah's willingness to take on new assignments, help solve emerging challenges and readily "pick up the ball and run with it" whenever called upon has made her an invaluable member of the NASBLA team and a trustworthy colleague to her peers and our volunteer leaders alike.

NASBLA's BOAT Advisory Board selects new chairman



Major Spencer Cole, with the Louisiana Department of Wildlife and Fisheries, is the new chairman of NASBLA's BOAT Advisory Board.

A very active agency member within NASBLA, Major Cole chaired NASBLA's Preparedness and Response Committee for 2010, 2011 and 2012. He was also the driving force behind his department becoming the first state agency in the country to attain the NASBLA Boat Program's Accreditation.

Currently stationed at Department Headquarters in Baton Rouge, La., Major Cole was recently selected to serve as interim chair of NASBLA's BOAT Advisory Board. The position had been vacated by Col. George Johnson (Md.), due to job demands and

scheduling conflicts. Col. Johnson served NASBLA very well as chairman of the BOAT Advisory Board in launching the development of the program's strategic plan. Due to Major Cole's extensive experience in originally forming the BOAT Advisory Board as chairman of the Preparedness and Response Committee, he will be able to pick up immediately in completing this 2014 committee cycle and shaping the future of the BOAT Program through the strategic planning process.

NASBLA provides recipe for successful security strategy

"Just Add Water: A Recipe for Border Security," an article by NASBLA's own John Fetterman and Mark DuPont, has been published in the Spring 2014 issue of the U.S. Coast Guard's Proceedings magazine.

The article (viewable at <http://uscgproceedings.epubxp.com/i/284910/47>) discusses developing a maritime border security strategy that integrates all participants into one plan and creates true force multipliers without adding people, platforms, technology or overhead. *





NASBLA BOAT Program presents

Recreational Boating Safety Instructor Development Workshop

December 7-10, 2014

Crowne Plaza Hotel, Jacksonville, FL.

Registration Deadline August 15

www.nasbla.org/MOI

This four-day certificate program will cover:

Day 1 - NASBLA's Education Standards, the ANSI developmental process and the new "Basic Boating Knowledge" Standard.

Days 2-4 - NASBLA's "Methods of Instruction" (MOI) course builds professional instructional skills for the recreational boating safety instructor.

Tuition is \$625 for the four-day offering.
Special hotel room rate is \$83 per night.





THE TEACHING MOMENT

By NASBLA's
Enforcement & Training Committee

The year was 1968 and, entrusted with mom's brand-new Rambler American station wagon, life was good for the young teenager. The open road and cheap gasoline meant just one thing: freedom on the open road.

That was until the red "bubblegum" light in the rearview mirror caught the driver's attention.

Glancing at the speedometer before pulling to the side of the road, the reason for the stop was immediately apparent. Reality was about to set in, and thoughts of the pending loss of freedom flooded into the lad's mind. The crushing blow of his first encounter with the law was upon him. Safely stopped to the side of the small town road, the words echoed in his mind, "I've done it now!"

The young driver, his view now fixated on the side mirror, watched as Chief Kessler, the law in that small town, exited his shiny black and white Plymouth cruiser. The officer casually placed his hat on an exaggerated angle, repositioned his swinging holster, and pulled his belt higher on his hips. Approaching the car with a critical eye, Chief Kessler examined every inch of the car before addressing the young driver.

"So, when did you get your license?" he asked. Not really sure how to answer the question appropriately, the young driver produced the yet-to-be-christened driver's license. In 1968 there was no picture on your driver's license, so it was a frequent ploy to use your older brother's license

EDUCATE BEFORE THE NEXT ACCIDENT OR FATALITY.

when age was in question. On this occasion, the driver had his own legal license – it was the only document in the boy's wallet. Handing it over with confidence, the next question came with a stern eye as the chief waved the license in the young boy's face, "How long do you hope to keep this license?" The rest is history.

Some of us would just as soon forget, but who doesn't remember their first encounter with the law? Like the young driver, I bet you remember every small detail. You remember who the officer was, what that officer was wearing, and how the officer wore it. I'll also wager you remember every

word that officer spoke – or at least the highlights.

Back in 1968, no one had a name for it, but later it became fashionable to use the term "community policing." We still allude to that term today. However, it has changed dramatically from the days when Ol' Chief Kessler knew everyone in town, where your parents worked, your dog's name and who your sister was dating – he didn't approve of the guy either. Community policing is just what came naturally to some.



In today's world the U.S. Department of Justice defines community policing as a partnership between police and the community they serve. This philosophy promotes organizational strategies, which the community helps to define and develops possible solutions.

What hasn't changed much is the fact that, in the marine law enforcement environment, most of our patrol work is performed by officers who spend most, if not all, of their career in the same district patrolling the local waters and the recreational boating community they serve.

It becomes very personal when they have to investigate a senseless tragedy involving a boater they have known, who wasn't wearing a life jacket. Marine patrol officers today serve a multi-mission patrol mandate assuring the safety and security of the maritime environment, and like Chief Kessler, protecting and serving the neighborhood/waters they know so well.



Most people don't get stopped, either on the highway or on the water. However, when they do, it is an impressionable moment. The identification carried in today's world not only has your photo on it, it must also conform to "The Real ID Act of 2005," which sets the standard for driver's licenses and IDs in the aftermath of 9/11. Some states are now imprinting symbols to reflect a person's RBS boating education requirement.

Your next stop may result in a friendly encounter, a verbal warning, a summons, or even an arrest. As a marine patrol officer, it may just be another one of the hundreds of routine inspections that blend into a sea of unremarkable stops. For the boater, though, it will be a highly impressionable moment for young and old boaters alike. They will be paying attention; they will remember how you treat them, what you do, and how you do it.

This provides the greatest opportunity for any officer to utilize the event as THE TEACHING MOMENT.

The National Boating Safety Advisory Council (NBSAC) provides input and strategic planning to help guide the national recreational boating safety (RBS) program. The council, comprised of state representatives, the marine industry, nonprofit organizations and the boating public, believes that messaging from law enforcement has the potential to reduce accidents, injuries and fatalities. So much so that the Strategic Plan of the National Recreational Boating Safety Program of 2012-2016 contains a specific objective and strategy:

Objective 2 Boating Safety Outreach

Strategy 2.7- Deliver Messages via Law Enforcement Officers

Enlist law enforcement officers to help deliver branded messages through enforcement and outreach efforts. Each interaction between recreational boaters

and law enforcement personnel offers the possibility for educational outreach. The intent of this strategy is to enlist the support of law enforcement personnel, provide them with applicable literature, and capture statistically the number of interactions and possible effects....

The National Association of State Boating Law Administrator's (NASBLA) Enforcement & Training Committee feels

Navigation Rules keep you and others safe on the water!

OBEY or PAY

NO Wake Controlled Area

Keep Clear 25 Yards

Boats Keep Out!

Pass Between These

STATE OF _____ NO. 001426

NAME _____ DOCKET NO. _____

RESIDENCE ADDRESS _____ PH. _____

CITY _____ BUSINESS OR OCCUPATION _____

STATE _____ ZIP _____ SSN _____

DRIVER'S LICENSE INFORMATION

NO.	STATE	EXPIRES	TYPE	Restriction
DOB	RACE	SEX	HT.	WT.
Year	Make	VEHICLE INFORMATION Type	Registration	

Alleged Speed _____ Permissible Speed _____ Safe Speed _____

You are hereby notified to appear in the Court of _____ on the _____ day of _____ 19____ at _____ m. to answer a complaint for the offense of _____ which was committed at about _____ m. on the _____ day of _____ 19____ at the location of _____ in a _____ and against the peace and dignity of the state. Dated this _____ of _____ 19____

Officer: _____

I hereby promise to appear at the time and place designated in this notice. Signature _____ This is not a plea of guilt.

14-4 (NCR)

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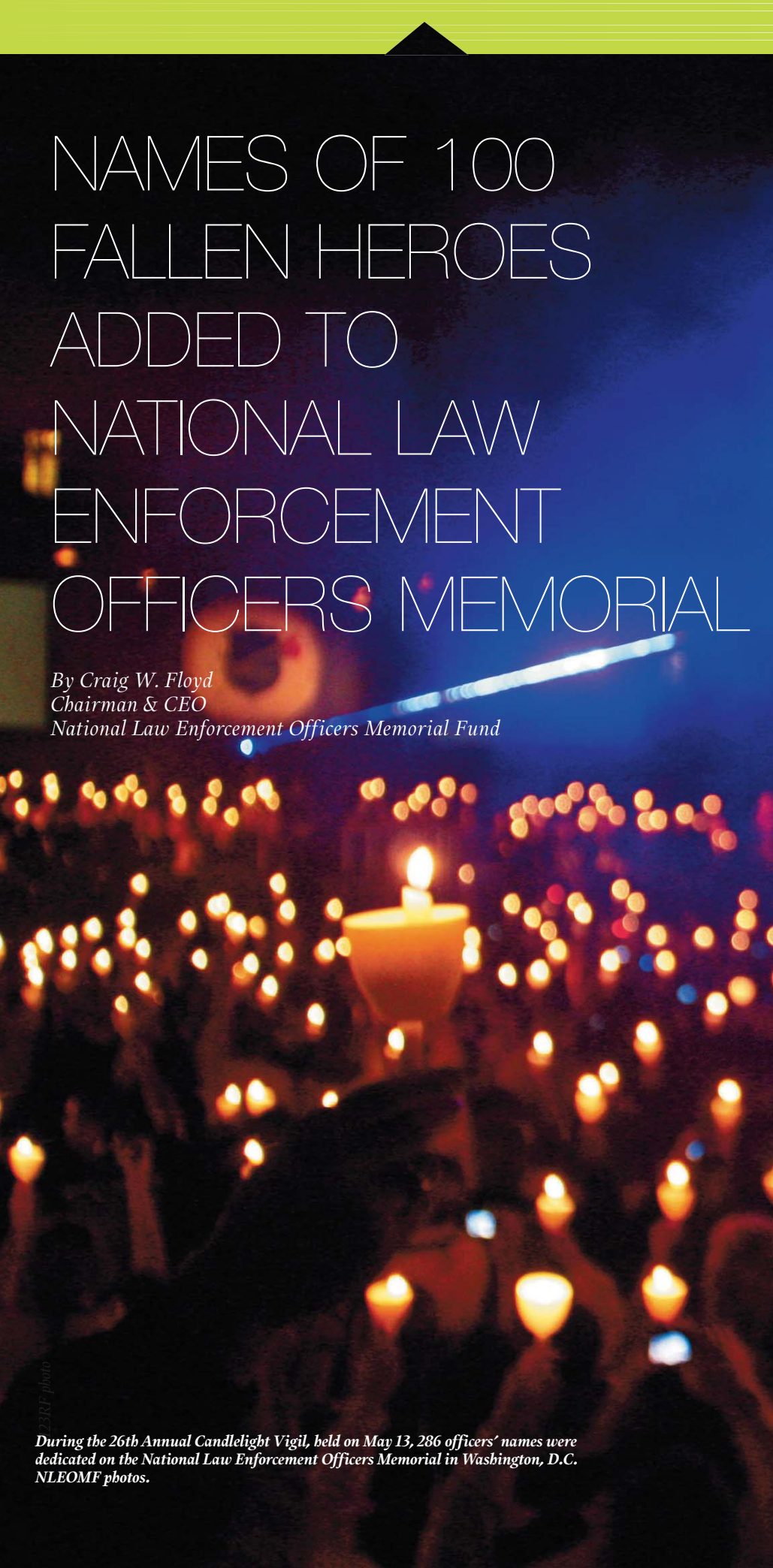
the same way. For the last four years the subcommittee on Techniques and Technology has been focused on both the National Strategic Plan's Objective 2, as well as NASBLA's own Strategic Plan.

The NASBLA plan also echoes the importance of advocacy and education in the form of effective program innovations and best practices, through proactive national communication and outreach materials. The committee firmly believes that one of the best outreach efforts is through you, the marine law enforcement officer. You have those teachable moments every day out on the water, at the boat ramp or during a speaking engagement. You have the opportunity to capitalize upon what you know and educate with your tools we have produced for your use. Educate before the next accident or fatality.

To assist with this proactive outreach, our committee has developed messaging and educational materials specifically for the maritime law enforcement officer. The items have been designed to be printed by your agency. Each product focuses on an area of risk: life jacket styles, wearability, boating under the influence, navigational rules, and recreational vessel lighting. In addition, each product has ample blank space allowing you to customize with your local contact and agency information.

We will keep working for you and continue to develop specialized educational material for your use. Take a look at the products we have produced, encourage your

agency to produce and put these materials in the hands of your fellow officers on patrol. (Access these items on the Enforcement & Training Committee's page at www.nasbla.org.) Also watch for the "The Teaching Moment" icon in our weekly e-newsletter, Currents, for short presentations on the newest products and strategies to make your next inspection THE TEACHING MOMENT. *



NAMES OF 100 FALLEN HEROES ADDED TO NATIONAL LAW ENFORCEMENT OFFICERS MEMORIAL

By Craig W. Floyd
Chairman & CEO
National Law Enforcement Officers Memorial Fund

Last year, 100 federal, state, local, tribal and territorial law enforcement officers lost their lives serving in communities across America. With the addition of those 100 names, along with the 186 recently discovered line-of-duty deaths from past years, 286 officers' names were dedicated on the National Law Enforcement Officers Memorial in Washington, D.C., during the 26th Annual Candlelight Vigil, held on May 13. These additions bring the total to 20,267 names engraved on the Memorial walls.

The only good news to report is zero officer fatalities in a single year. However, the number of law enforcement fatalities in 2013 was part of an encouraging trend. After line-of-duty deaths spiked to 171 in 2011, we have seen dramatic declines the past two years. Officer fatalities dropped to 122 in 2012, and the 100 officer deaths in 2013 represented a 42 percent decrease compared to 2011.

In fact, the 100 officer fatalities in 2013 marked the fewest since 1944. The 43 officers killed in traffic-related incidents last year was the lowest since 1957, and the 31 officers killed by gunfire in 2013 was the lowest since 1887.

On average, the officers who lost their lives in 2013 were 42 years old and had served in law enforcement for about 13 years. Four of the fallen officers were female. Texas (12), California (10), Arkansas (6), Mississippi (6), and New York (6) led the nation in officer fatalities last year. Seven federal officers and seven correctional officers made the ultimate sacrifice in 2013.

Three officers made the ultimate sacrifice in boating incidents last year. On May 31, 2013, Arkansas Game and Fish Commission Wildlife Officer Joel Campora, 32, and Scott County (AR) Sheriff Cody Carpenter, 41, were attempting to rescue two women who were trapped in their home by raging flood waters. During the rescue, the rush of water caused the house to collapse – as a result, the officers and both women drowned. Officer Campora, a five-year law enforcement veteran, is survived by his wife and two children. And 17-year veteran of the force, Sheriff Carpenter, left behind his wife and four children.

During the 26th Annual Candlelight Vigil, held on May 13, 286 officers' names were dedicated on the National Law Enforcement Officers Memorial in Washington, D.C. NLEOMF photos.

A few months later, on November 11, 2013, Petty Officer BM3 Travis Obendorf, 28, was on maritime law enforcement patrol in the Bering Sea when he responded to assist crew members from a disabled fishing vessel. During the rescue, Officer Obendorf sustained severe head trauma that required continuous hospitalization. The three-year law enforcement veteran succumbed to his injuries on December 18, 2013.

One of the 186 recently-discovered historical fallen officers is Special Officer David Burns of the Pawtucket (RI) Police Department. On August 18, 1925, Officer Burns and fellow officers were aboard the excursion vessel, Mackinac, as invited guests of the owner. When the ship's boiler suddenly exploded, the ship was covered in black smoke and scalding steam. Many passengers became badly burned and some jumped overboard. According to eyewitnesses, Officer Burns, 33, went under the waves while attempting to save a drowning child. Officer Burns's body was located two weeks later, on August 31, 1925. He left behind his wife and three children.

The day after the explosion, The Pawtucket Times reported that Officer Burns and another officer were scalded when the boiler burst, "but despite the injuries [the officers] dived into Newport harbor to rescue others." Until this year, Special Officer Burns's service and sacrifice were forgotten by time. His name will be dedicated on the Memorial this year, where he will be forever remembered and honored.

As chairman & CEO of the National Law Enforcement Officers Memorial Fund, I am fortunate to hear similar sentiments shared about so many of our fallen law enforcement professionals who have made the ultimate sacrifice. We honor all 20,267 of these men and women every day at the National Memorial, and especially on May 13, when 286 new additions to the monument were dedicated. In addition, all of their inspiring stories will soon be told in the Hall of Remembrance at the National Law Enforcement Museum when it opens across the street from the Memorial. For more information about National Police Week, visit www.LawMemorial.org/PoliceWeek. *



The inspiring stories from fallen officers will soon be told in the Hall of Remembrance at the National Law Enforcement Museum when it opens across the street from the Memorial.



The names of 20,267 officers are engraved on the walls of the National Law Enforcement Officers Memorial.

EMBRACING PADDLESports

By Pamela Dillon
NASBLA Education Director

The numbers continue to grow and they are not going to go away. According to the U.S. Coast Guard (USCG) 2012 National Recreational Boating Survey (2012 Survey), boaters across the states and territories of the U.S. spent 640 million hours paddling 6.4 million canoes and kayaks in 2012; that was 430 million hours and 4.7 million boats MORE than what was reported for personal watercraft (PWC). Numbers reported that same year by the Outdoor Industry Association reveal 9.8 million canoe participants, 12.5+ million kayak participants and 1.5 million stand up paddling participants. That is a LOT of participants spending a LOT of time on the water!

The USCG 2013 Boating Accident statistics are equally as revealing. Of the record-low number of 560 boating fatalities, 169 (or 30%), occurred on non-motorized boats; this was a slightly higher percentage than the 26.9% reported in 2012. Both data sets indicate a lot of state and local services consumed in support of this user group with trends indicating continued growth in participation.

So how do we embrace paddlers, especially when they might relate more to hikers and bicyclists than to other boaters? The boating safety community characterizes them as 'non-motorized', 'paddle craft', 'rowers', 'paddle boaters', 'canoers', 'paddlers', 'kayakers', or even 'human-propelled.' These names alone indicate distinctly different sub-groups, with varying levels of participation, equipment usage, nomenclature, and opportunity. To embrace each sub-group, dive deeper into the relevant data, concerns and issues of each. Here are some starting notes based on current data:

Canoes

- Based on 2012 Survey, canoes have the LOWEST fatality rate – 14 deaths/100M exposure hours.
- 55 persons died while in a canoe in 2013.
- Of 48 reported drowning deaths in 2013, 41 (85.4%) were NOT wearing life jackets.
- Of 70 reported injuries in 2013, 46 (65.7%) were for hypothermia.
- 108 canoes were involved in a reported accident in 2013, of the 75 whose ownership was known, 20 (26.7%) canoes were rented.
- 55 canoes were involved in the 55 deaths reported in 2013. Of the 36 where ownership was known, 8 (22.2%) canoes were rented.
- 70 canoes were involved in 70 injuries reported in 2013. Of the 50 where ownership was known, 10 (20%) canoes were rented.
- The 2013 Life Jacket Wear Rate Observation Study reports an overall wear rate for adults in canoes of 35.7%.



Canoing participants get out more often than kayaking participants. Nearly 50 percent of canoeing participants make four or more outings per year.

Kayaks

- Based on 2012 Survey, of all boat types, kayaks have the THIRD LOWEST fatality rate – 18 deaths /100M exposure hours behind canoes (14 deaths/100M exposure hours) and power boats (17 deaths/100M exposure hours).
- 54 persons died while in a kayak in 2013.
- Of 45 reported drowning deaths in 2013, 24 (53%) were NOT wearing life jackets.
- Of 40 reported injuries in 2013, 16 (40%) were for hypothermia.
- 113 kayaks were involved in a reported accident in 2013, of the 79 whose ownership was known, 11 (13.9%) kayaks were rented.
- 54 kayaks were involved in 54 deaths reported in 2013. Of the 35 where ownership was known, 4 (11.4%) kayaks were rented.
- 40 kayaks were involved in 40 injuries reported in 2013. Of the 29 where ownership was known, 5 (17.2%) kayaks were rented.
- The 2013 Life Jacket Wear Rate Observation Study reports an overall wear rate for adults in kayaks of 67.9%.



Kayaking has enjoyed steady growth since 2010, climbing to a participation rate of 3.6 percent of Americans ages six and older in 2012.

ACA Photos

Stand Up Paddleboards (SUP)

- 5 persons died while on a SUP in 2013.
- Of 5 reported drowning deaths in 2013, all 5 were NOT wearing life jackets.
- Of 3 reported injuries in 2013, 2 (66.7%) were for broken bones.
- 8 SUPs were involved in a reported accident in 2013, of the 6 whose ownership was known, 2 (33.3%) were rented.
- 5 SUPs were involved in 5 deaths reported in 2013. Of the 5 where ownership was known, 2 (40%) SUPs were rented.
- 3 SUPs were involved in 3 injuries reported in 2013. Of the 1 where ownership was known, none of the SUPs were rented.
- The 2013 Life Jacket Wear Rate Observation Study reports an overall wear rate for adults on SUPs of 58.7%.



Inflatables

- 14 persons died while in an inflatable in 2013.
- Of 10 reported drowning deaths in 2013, 7 (or 70%) were NOT wearing life jackets.
- Of 18 reported injuries in 2013, 8 (44.4%) were for hypothermia.
- 32 inflatables were involved in a reported accident in 2013, of the 24 whose ownership was known, 8 (33.3%) were rented.
- 14 inflatables were involved in 14 deaths reported in 2013. Of the 9 where ownership was known, 4 (44.4%) inflatables were rented.
- 18 inflatables were involved in 18 injuries reported in 2013. Of the 15 where ownership was known, 5 (33.3%) inflatables were rented.
- The 2013 Life Jacket Wear Rate Observation Study reports an overall wear rate for adults in paddled inflatables/rafts of 15.8%.



(Continued on page 12)

Rowboats

- 30 persons died while in a rowboat in 2013.
- Of 26 reported drowning deaths in 2013, 22 (84.6%) were NOT wearing life jackets.
- 14 reported injuries in 2013, 7 (50%) were for hypothermia.
- 58 rowboats were involved in a reported accident in 2013, of the 46 whose ownership was known, 2 (4.3%) were rented.
- 30 rowboats were involved in 30 deaths reported in 2013. Of the 22 where ownership was known, 1 (4.5%) rowboat was rented.
- 14 rowboats were involved in 14 injuries reported in 2013. Of the 11 where ownership was known, none (0%) were rented.

Diving Deeper

The data demonstrates why a “one size fits all” approach to engaging the non-motorized community will not work. It further demonstrates unique aspects of the activity worth taking a closer look. For instance, of the 2012 deaths detailed above, each was a single death occurring from a non-motorized boat. The data begs this question: How many deaths and/or injuries occurred from a canoe with ONLY a solo participant vs. how many were involved in a boat with multiple participants? In the 2007 report “Analysis of Factors Associated in Canoe and Kayak Fatalities” conducted for the American Canoe Association (ACA), the preliminary analysis reads (in part):

“The primary factor that emerged from the analysis was the number of people involved in the incident. In short, the more people involved in the incident, the lower the fatality rate. One could conjecture that more people involved means that more people may be able to perform rescues/first aid, thereby producing the negative correlation to fatalities found in the analysis. While this analysis cannot definitively identify cause and effect, the results certainly support the buddy system as a component of safe canoeing and kayaking.”

NASBLA Efforts

NASBLA’s Education & Outreach Committee, acting under the direction of the Executive Board, this year established the Non-Motorized and Paddlesports Subcommittee to take a deeper look. Under the leadership of Committee Chair Mark Brown (boating law administrator for Oklahoma) and Subcommittee Chair Wade Alonzo (boating law administrator for Washington), the subcommittee is finalizing work on three charges:

- 1) Monitor and evaluate efforts to engage the non-motorized community. Develop a White Paper on proven methods to engage various segments of these groups.
- 2) Review and compare participation and accident statistics from the national boater survey and USCG accident statistics regarding non-motorized versus motorized. Develop an info graphic/ fact sheet template which can be updated annually regarding non-motorized segments and their accident statistics for use in communicating with these user groups.
- 3) Develop a White Paper discussing services and programs for non-motorized boaters and ways these groups contribute financially to the program in various states. Consider recommendations for financial contribution that might be made to the program at the federal level to ensure that services rendered by states are subsidized by this boating user group.

These complex charges have generated a great deal of work and are in the final stages of completion. Updates and final reports will be presented during this year’s NASBLA Conference being held in Bar Harbor, Maine, Oct. 16-19.

National Boating Education Standard

Course content for non-motorized education activity is also under close review by NASBLA’s Education Standards Panel (ESP). The current National Paddlesports Standard, developed in partnership with the ACA and adopted by the NASBLA membership in 2009, is now undergoing revision. Retitled as Basic Human-Propelled Boating Knowledge (Paddlesports, etc.), the standard received 105 public comments during its initial Call for Proposed Revisions period. These are now being processed by the ESP. The revised draft standard will be posted for public review and comments in the near future. In addition, entry-level skill standards are now in finalized stages of completion by US Sailing under a separate USCG grant.

Moving Forward

Much has changed over the past decade. One needs only to review the ACA’s 2003 report “Critical Judgment” to see the historic change resulting in the increase of kayaks and kayakers. Will the next 10 years result in another historic change involving stand up paddleboards? Two recommendations from the ACA report, aimed at state boating agencies and the USCG, remain highly relevant. They read:

- 1) State boating agencies and the USCG should place a high priority on increasing the proportion of staff that comes from a canoeing and kayaking background.
- 2) State boating agencies should place a priority on building stronger relationships with local paddling clubs.

These and other efforts to understand and embrace the community will result in current insights into various segments of this ever-growing user-group. Just like how the face of boating changed with the introduction of the outboard motor in the early 1900s, the face of non-motorized boating looks very different today than in past decades. One thing remains clear, non-motorized remains an important and growing component of the ever-changing boating scene. Now, more than ever, it’s time to establish and deepen relationships to fully embrace and engage this community. *

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Factors to consider when engaging the non-motorized and paddlesports community

This year, one of the charges of NASBLA's Non-Motorized/Paddlesports Subcommittee is to monitor and evaluate efforts to engage the non-motorized community and then develop a white paper on proven methods to engage various segments of these groups.

The subcommittee has identified a draft list of key success factors to engage the paddlesports community. This list will be further refined and then presented as a final product at this year's NASBLA conference in October.

- Have a good reason to meet. Do you need help with developing a strategic plan? Direction from boaters?
- Identify your plan, your goals.
- Identify the type of representatives you want on your group. Identify the criteria that help define who will be on your group. Go for diversity, be sure to include all sides of the sports, law enforcement, geographic diversity. Get an outside advisory group to approve your criteria if possible.
- Create an application for those that would like to participate.
- Build a list of organizations and experts to reach out to for participation.
- Use your list to advertise the opportunity and invite potential members to apply to participate.
- Be prepared to explain to prospective members what you want to achieve and what you offer. What value will you bring to paddlesports?
- Bring the group together.
- When you start to meet, go slow to go fast. Tell your story. Be prepared to own up to the past if you represent an agency that may have bad relationships with the paddling community. The more complex the message, the longer it will take to explain. If you have hard data, share it.
- Be prepared to explain the finances behind paddlesports from the government's perspective, what paddlers receive and (maybe) what they could receive.
- Be transparent.
- Set up a public web page to provide access to meeting minutes, agendas, PowerPoint presentation, etc.
- Assuming you are able to achieve consensus, use your members to talk with skeptics – peer to peer is more trusted than coming from government.
- Involve the public at a certain point with "open houses" or public meetings. Consider contracting with a professional facilitator to help with the public meetings and scope of work with regards to public meetings.
- Be prepared for the skeptics outside of your group. How will you explain your goals and plan? *

The Non-Motorized/Paddlesports subcommittee (housed within NASBLA's Education and Outreach Committee) works to monitor and support the work currently underway in states to engage the non-motorized/paddlesport community.

UCOTVA, what's it good for?

By E.M. Miller Jr.
Life Member
Uniform Law Commission

UCOTVA, the shortened name for the Uniform Certificate of Title for Vessels Act, was developed by the Uniform Law Commission (ULC) to establish a certificate of title system for boats and other watercraft. Although all 50 states and the territories have boat numbering systems that comply with the federal regulations, there is far less uniformity with respect to state certificate of title laws for undocumented vessels.

It might help to draw an analogy between UCOTVA and the Certificate of Title (COT) laws for motor vehicles. COT laws, which have been enacted in every state and territory, vary only slightly and in nearly every instance require a motor vehicle to be titled in the state where it is principally garaged. As a result of this one uniform standard, there is no significant overlap or duplication of coverage relative to the administration of the motor vehicle COT laws or the taxation of motor vehicles.

In contrast, only 70 percent of the states and territories title watercraft, and few do so with identical scope, application and requirements. First, they do not all cover the same types of vessels, with many making their own distinctions based on size and propulsion. Second, the disparate statutes establish different jurisdictional requirements for titling, with some based on where the vessel is principally used, others where the boat is principally moored, or still others, where the owner resides. This creates significant gaps and duplication in coverage between states.

In addition, the states without titling laws make room for extensive fraud. For example, a stolen watercraft's title can be "washed" by moving the watercraft to a different state that either has no titling law or has a law that does not cover the subject watercraft. But, as more states enact UCOTVA, these gaps will narrow and eventually disappear.

UCOTVA was approved in July 2011 by the Uniform Law Commission, which develops

model laws that states then enact to facilitate interstate commerce. The universal use of the ULC's uniform acts has, for example, made it possible to have seamless cross-state banking transactions. ULC laws are so well vetted by top legal authorities that they typically garner broad support within state governments.

Charting new territory

The vessel titling act is a bit different because UCOTVA charts new territory; it presents states that do not have mandatory titling an entirely new way of regulating boat ownership. Because of this, its benefits far outweigh the effort it may take to enact it.

The uniform act was written because ULC commissioners, who are all appointees from either the legislative or executive branches of their respective states, believed boaters, law enforcement officers, and marine-related businesses needed a seamless, uniform network of state boat titling laws. By sharing most of the same language and requirements, states can expedite loans, provide for simple and verifiable interstate transfers of ownership, and improve the recovery and identification of stolen vessels.

The commissioners apparently were right, because UCOTVA has been endorsed by the National Association of State Boating Law Administrators (NASBLA), National Marine Manufacturers Association (NMMA), BoatUS, National Maritime Association, Marine Bankers Association, and many other key parts of the marine industry.

Virginia took the lead in 2013 as the first state to replace its existing titling law with UCOTVA. As one of many supporters who lobbied in support of its passage, I hope to draw upon my experience to provide talking points that boating law administrators (BLAs) can use to, hopefully, be advocates with legislators and agency administrators, and in turn learn more about the Act.

Why support UCOTVA?

UCOTVA should be enacted in every state because it will:

- **Simplify and improve the identification of stolen vessels**

Standardized language removes many of the ambiguities found in current state laws. UCOTVA provides a standard for dealing with those who fail to title, and the process for correcting errors on the title certificate. While NMMA recently established a requirement that all its boat builder members submit vessel identification information to the National Insurance Crime Bureau, uniform titling laws would provide additional access to ownership information that will greatly benefit those who need to identify and return stolen vessels.

- **Improve consumer protection**

Only a few states require boat sellers to alert buyers if a boat has been structurally damaged, sunk or salvaged. This means that buyers may unwittingly purchase a vessel that has hidden structural damage and that may have even been written off as a total loss by insurers, and is therefore unseaworthy and unsafe. This is a particular problem after a hurricane or other natural disaster in which hundreds of recreational boats are damaged and sunk. Owners and insurers often sell the damaged boats for salvage at auction to unscrupulous buyers who make cosmetic repairs and then re-sell the boats without disclosure of the wreckage to unsuspecting boaters.

Under UCOTVA's "branding" provision, if the integrity of a vessel's hull has been compromised by damage, the owner or insurer must, prior to selling the watercraft, either note this problem on the certificate of title or apply for a new certificate that indicates that the watercraft is "hull damaged" (i.e.,

“branded”). Failure to comply with this law carries a civil or administrative penalty. Branding is never lifted, just as a CARFAX report always notes that a car was in a severe wreck even after it has been repaired.

- **Clarify where a boat should be titled**

UCOTVA requires that a vessel be titled in the state where it is principally used. An owner has 20 days to apply for a title after moving the vessel to another state. A uniform situs provision clarifies where a watercraft is to be titled, and therefore, where it is to be taxed.

- **Help bankers provide for competitive loans for boat purchasers**

The U.S. Coast Guard is using UCOTVA's provisions as a benchmark for its regulatory revisions for state title certification. In practice, this means that perfected bank loans made in any state that has adopted UCOTVA would be accorded the status of a preferred ship mortgage under federal law. No existing titling law has been approved by the U.S. Coast Guard for such status. A preferred ship mortgage is readily available for documented vessels. UCOTVA gives banks granting loans on vessels not eligible for documentation the same protection they have for loans made for larger boats.

- **Meet today's legal standards**

All states and territories presently titling watercraft adopted their acts prior to the major revision to Article 9 of the Uniform Commercial Code that relates to security interests – that is, a lender's interest in a vessel as collateral for a loan. All states have now enacted these UCC revisions, but watercraft titling laws have not kept pace. It is often difficult, if not impossible, to harmonize a state's titling law with its laws governing sales of vessels and security interests in vessels. So, when financial disputes arise, interpreting the laws of two states can be maddeningly complex. This increases the transactional costs for both buyers and sellers of watercraft.

- **Ease administrative burdens**

Ambiguities found in many state titling laws regarding the effect of the title, the consequence of a failure to title, or the effect of errors on the title certificate are either removed or avoided by the enactment of UCOTVA.

These are only a few of the many advances UCOTVA offers to a state enacting its provisions. To read the Act, visit www.uniformlaws.org and click on “Acts,” then on “Certificate of Title for Vessels Act.” Even better, feel free to telephone the Uniform Law Commission's Legislative Counsel for UCOTVA, Ben Orzeske, at 312.450.6621.

Why is UCOTVA supported by NASBLA, boat manufacturers, financiers, and insurers? For the same reasons it should get the support of every state. Enactment of UCOTVA can only make the purchase of a watercraft easier. Bankers who have had a part in writing the Act believe it can make boat loans easier to get, especially for those without stellar credit, and possibly less expensive. A major factor in determining the rate of interest on any loan is risk. UCOTVA can provide banks with more assurance they will be the first in line to receive whatever proceeds come from the sale of a repossessed boat.

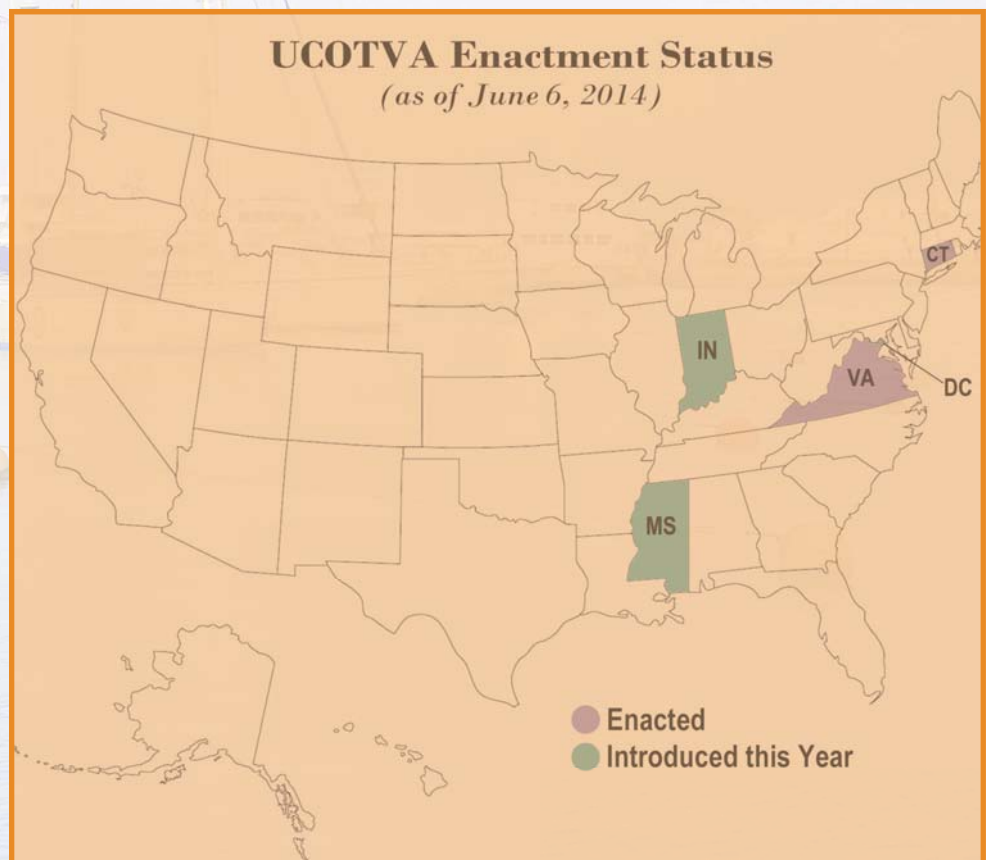
The Great Recession and the flat recovery of the past several years has hurt everyone who relies upon the revenue that boating provides – including state agencies that depend on registration fees for part of their budget. If loans become easier to get, more boats will be

sold and registered, resulting in more boats being counted in federal revenue allocations.

UCOTVA is a “win/win” for all, especially the boating public. Because of title branding, the public will know that the purchase of their dream boat will not lead to disaster because the vessel has had cosmetic repairs that disguise structural damage or flooding.

For states currently titling watercraft, the enactment of UCOTVA will be less of a challenge. Virginia's transition already is underway, so its Department of Game and Inland Fisheries, that administers the titling and registration of watercraft, would be an excellent source of information for those considering supporting UCOTVA for their state. The challenges will be greater in states that do not already title boats. Nevertheless, as the former head of a state agency, I would not have let an opportunity such as initiating UCOTVA pass me by. I especially would have fought to keep titling and registration responsibilities within the same agency. Administering UCOTVA fits with the agency registering recreational vessels.

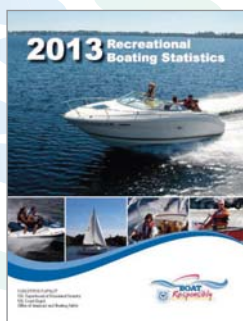
So, get out there and fight for its passage. *



BOATING

Briefs

Report shows lowest number of fatalities on record, overall drop in accidents and injuries



According to the U.S. Coast Guard's recently released 2013 Recreational Boating Statistics, 2013 saw a decrease in recreational boating accidents, injuries and

fatalities in the U.S. Boating fatalities last year totaled 560 — the lowest number of boating fatalities on record.

From 2012 to 2013, deaths in boating-related accidents decreased 14 percent, from 651 to 560, and injuries decreased from 3,000 to 2,620, a 12.7 percent reduction. The total reported recreational boating accidents decreased from 4,515 to 4,062, a 10 percent decrease.

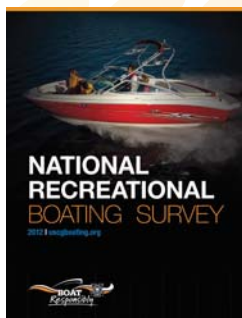
The fatality rate for 2013 of 4.7 deaths per 100,000 registered recreational vessels reflected a 13 percent decrease from the previous year's rate of 5.4 deaths per 100,000 registered recreational vessels. Property damage totaled approximately \$39 million.

"We are pleased that there have been fewer accidents on waterways in recent years and thank our partners for their work," said Capt. Jon Burton, director of inspections

and compliance at U.S. Coast Guard Headquarters. "Together we will continue to stress the importance of life jacket use, boating education courses and sober boating."

To view the 2013 Recreational Boating Statistics, go to http://www.uscgboating.org/statistics/accident_statistics.aspx.

Latest recreational boating survey results now available



About 73.4 million persons representing almost a quarter (23.8 percent) of the U.S. population participated in recreational boating in 2012. This includes 57.9 million

adults and 15.6 million children. The U.S. Coast Guard recently released its 2012 Recreational Boating Survey Report, which is chock-full of information regarding recreational boaters.

For example, the recreational boating participation rate of individuals was greatest in the Midwest, at 29.1 percent (as compared with the national participation rate of 23.5 percent). Relaxing alone or with friends was the most popular activity while boating, followed next by socializing, cruising and sightseeing and/or nature observation.

The full report is available online at <http://www.uscgboating.org/assets/1/AssetManager/2012survey%20report.pdf>.

Nearly 2000 life jacket loaner stations available in US



In April the Sea Tow Foundation announced the results of its 2013 study on life jacket loaner programs. The study was designed to identify and evaluate all of the life jacket loaner programs in the U.S.

According to the survey, as of July 2013, 44 different state agencies and boating safety organizations had established life jacket loaner programs and were operating at least 1,915 life jacket loaner stations across the U.S.

The study also yielded eight best practices developed to assist nonprofit organizations and boating agencies in establishing and managing their own successful life jacket loaner programs. The best practices outline the type of signage that should be provided; the number, type and size of life jackets that should be available; the construction and location of loaner stands, how the life jackets should be distributed and more.

To read the full report, visit http://www.boatingsafety.com/pdf/2011_FinalGrantReport_FINAL.pdf.

American Boat & Yacht Council steps up electric shock drowning prevention efforts

The American Boat & Yacht Council's Foundation (ABYC) is partnering with the Energy Education Council's Safe Electricity "Teach Learn Care TLC" campaign to help prevent electric shock drowning (ESD). The safety messages include proper maintenance of a boat's electrical system and safe actions in the water.

Thanks to a grant recently awarded by the National Fire Protection Association's Fire Protection Research Foundation and support from the ABYC Foundation, an expert investigation for solutions on the dockside mitigation of this hazard is underway.

Retired state boating education coordinator receives Golden Life Jacket Award

The Sea Tow Foundation recently presented its Golden Life Jacket Award to John Annino, former supervisor of the Connecticut Department of Environment and Energy Protection Boating Safety Division. Annino, who retired on March 14, has been instrumental in helping to pass many boating safety laws and initiatives in the state of Connecticut over the last 25 years.

The Golden Life Jacket Award is presented to "local heroes" in communities across the U.S. who provide guidance to youth on boating safety issues on a volunteer basis and/or have made a positive difference in their community by promoting boating safety and life jacket use — one of the Sea Tow Foundation's core missions.



Capt. Tom Kehlenbach, owner of Sea Tow Central Connecticut, presents its Golden Life Jacket Award to John Annino, former supervisor of the Connecticut Department of Environment and Energy Protection Boating Safety Division.

Annino served as Connecticut's Boating Education Coordinator for DEEP for 23 years. During this time, he also served on the National Association of State Boating Law Administrators' education committee for 15 years and worked on the National Boating Education Standards revisions, updating state boating laws to incorporate online education requirements, and numerous other charges.

Annino remains active in the recreational marine industry as the chief marine patrol officer for Lake Housatonic Authority and a certified boating safety instructor for Connecticut. He also teaches basic boating and gun safety at his business, The Training Depot.

New documentary moving audiences nationwide



The National Law Enforcement Officers Memorial Fund and Modern City Entertainment have again teamed up to create *Heroes Behind the Badge: Sacrifice & Survival*, the highly anticipated follow-up to the original *Heroes Behind the Badge* film, released in 2012.

Released in late 2013, *Heroes Behind the Badge: Sacrifice & Survival* not only features the harrowing stories of the fallen but also focuses on the incredibly inspiring stories of those who have been critically injured in the line of duty and have survived against all odds.

To order the new film, visit the official website: <http://heroesbehindthebadge.com/SacrificeSurvival.html> or follow *Heroes Behind the Badge* on Facebook: www.facebook.com/HeroesBehindtheBadge.

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Sea Tow partners with United States Power Squadrons

Sea Tow Services International Inc., the nonprofit Sea Tow Foundation and the United States Power Squadrons (USPS) have formed a strategic partnership through which they will work closely together to provide boating safety resources and education to the public. As an added bonus, USPS members and boaters who take a USPS Boating Safety Course will benefit from valuable new discounts on Sea Tow

memberships, enhancing their peace of mind on the water.

"It makes sense for Sea Tow Services International to work with the USPS on a national level to spread the word about boating safety and education, while our individual Sea Tow locations work on a regional level with their local Power Squadron to provide information and hands-on training where possible," said Capt. Joe Frohnhoefer, founder and CEO of Sea Tow Services International. "We are excited about this new partnership and the benefits it will bring to recreational boaters."

"We are proud of our new partnership with Sea Tow as our missions are aligned to make the water a safer place for all boaters. That has been our priority for the past century as we celebrate our 100th anniversary this year," stated Robert Baldrige, chief commander for the United States Power Squadrons.

RBFF elects new board chairman



The Recreational Boating & Fishing Foundation (RBFF) announced Ken Hammond as the organization's new board chairman.

Hammond, who currently serves as chairman and CEO for independent sporting goods and outdoor product sales company The Hammond Group, will work closely with RBFF leadership to advance its mission.

Hammond has been on RBFF's board of directors since 2003 and has more than 30 years of sales and marketing experience in the fishing and outdoor recreation industry. Hammond is active in anti-drug and stay-in-school campaigns including "Hook a Kid on Fishing." He has served on several industry boards including the American Fishing Tackle Manufacturers Association, the American Sportfishing Association and the Sport Fishing Institute. Hammond attended Baylor University in Texas.

Officially elected at RBFF's January 2014 board meeting in Orlando, Fla., Hammond succeeds Michael Cassidy, Group Publisher at North American Media Group. A full list of RBFF board members is available on TakeMeFishing.org/corporate. *



Checklist promotes boating safety

By Matthew Wienold
Technical Standards Specialist
American Boat and Yacht Council

Safety is an obvious priority for boating law administrators and other organizations throughout the recreational boating industry. A boating trip that returns boaters safely back to the dock is one that will foster return trips, which is what all of us in the boating industry strive for: safe, happy boaters.

However, the expression on any new boater's face when confronted with the decisions of necessary items to bring onboard a boat often communicates confusion. Reading material from the boat's manufacturer, state government, insurer, local jurisdiction, boating magazines and, of course, the bottomless well that is the Internet can quickly confuse even the seasoned boater, let alone the one setting a course for the first time. Understanding this, the American Boat and Yacht Council (ABYC) set out to streamline the process and create the Boating Safety Checklist.



The primary concept of the Boating Safety Checklist was to define in a clear and understandable format what items a new boater is required to bring onboard. Secondly, it was to assist the boater in "should have" items that can aid in the event of an emergency or even prevent an emergency.

The Product Interface Committee, a volunteer group within the ABYC ranks, was tasked with the research and development of the document. The first step was to collect as much of the required and recommended literature as we could find. With the help of BLAs, product manufacturers, and publications nationwide, the Product Interface Committee compiled hundreds of

pieces of information for discussion. The committee toiled relentlessly to condense the sizeable stack of documentation to represent the key elements of safety and common sense items. Once the list was established, next came discussion of how it should be presented, and finally a printed document.



The checklist is part of a handy app available for iPhones. Using information provided by the boater, the app provides an easy way for the boater to know what equipment is required on his or her own boat.

Well in advance of the product being finalized, supporters of the project were honing in on viable distribution channels for the checklist. Brunswick Corporation wanted a format that could be printed right into their owner's manuals. Ken Cook Co, who produces those manuals as well as off-the-shelf manuals for smaller boat builders, put the checklist in their generic "Sportboat" owner's manual. New York State felt so strongly about the value of the checklist that they printed it themselves to include with their registration renewal mailings. This will equate to 400,000 pieces over the next three years. The message was getting out there before the first copies of the checklist ever arrived in our office.

The material lends itself extremely well to an iPhone app that can be personalized by the user so the information it provides is catered to how the boater uses his or her boat. Once the app, called Boat Essentials-USCG Safety Gear, has been installed, it walks the user

through a series of questions regarding details of the boat, where and how it will be used. The app then stores the data and provides the user with what safety equipment is required to be on the boat. It will make further suggestions based on the answers provided in the setup wizard. Additionally, Boat Essentials will store information such as when an oil change is due and add reminders to the phone's calendar. It can quickly file a float plan and email it to contacts chosen by the user.

Although the Boating Safety Checklist began as a small project funded by the U.S. Coast Guard, the ripple effect has grown exponentially. The Coast Guard Auxiliary learned of the checklist through the National Boating Safety Advisory Council (NBSAC) and is now distributing 75,000 copies for handouts during Vessel Safety Checks. The United States Power Squadrons has also received 25,000 copies for distribution. More copies are being sent regularly, and the electronic versions of the checklist are available on the ABYC website (www.abycinc.org). The iPhone app, Boat Essentials, was picked up by the Water Sports Foundation who promoted it in Bonnier Publications (including Sailing World, Boaters World Etc.) e-blasts over the last year. As a result, it has been downloaded 4,760 times. Finally, the IBEX Innovation Awards panel presented ABYC with its first-ever Innovation Award in Louisville, Ky., last September. *

ABOUT THE AUTHOR

Matthew Wienold is a technical standards specialist at The American Boat & Yacht Council. Contact him at mwienold@abycinc.org if you are interested in obtaining the Boating Safety Checklist for distribution in your state or organization. Boat Essentials is available on the iTunes store or by going to www.abycinc.org/mobileapps.

coast guard COMMENTS

By Wayne Stacey
Operations Branch
Boating Safety Division
Office of Auxiliary and Boating Safety
U.S. Coast Guard



Paddlecraft: What's required?

Have you ever thought of what equipment is required for a paddlecraft outing?

Paddlecraft such as kayaks, canoes, row boats, and stand up paddle boards (outside of surf zones) are all considered vessels and have specific equipment carriage requirements depending on the location or body of water in which they are used. When operated on waterways of concurrent jurisdiction (federal, state and local), the equipment carriage requirements may be more inclusive due to the multiple government entities establishing varying requirements. The recommendation to the paddler is to comply with the most extensive set of requirements on that waterway.

Since it's the boater's responsibility to know the rules before taking to the water, paddlers need to be well-versed in the boating regulations appropriate to the waters in which they operate.

To help educate paddlers, the U.S. Coast Guard's Boating Safety Division put together a quick equipment checklist for paddlecraft that describes the minimum federal requirements, along with the federal statute for each. It also provides a few other helpful bits of information that will help boaters be safe and comply with other state and federal rules and regulations. Contact us or go to our website at uscgboating.org to get a copy.

Paddlecraft Requirements

Life Jackets or Personal Floatation Devices (PFDs) - One properly fitting, Coast Guard-approved wearable device is required for each person aboard. Be sure to check the labeling for the Coast Guard approval number. Under 33 CFR 175.17(b), most paddlecraft (canoes and kayaks) are exempt from requirements to carry an additional Type IV throwable device. 33 CFR 175.11 and 33 CFR 175.15

Sound-Producing Device - A vessel of less than 12 meters in length shall not be obligated to carry the sound signaling appliances prescribed in paragraph (a) of this rule; but if she does not, she shall be provided with some other means of making an efficient sound signal. (For paddlecraft, a police or referee type whistle will meet this requirement). Navigation Rules, Rule 33 (b)

Lights and Shapes - A vessel under oars may exhibit the lights prescribed in this rule for sailing vessels, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision. (For paddlecraft, a flashlight will meet this requirement) Navigation Rules, Rule 25 (d) (ii)

Visual Distress Signals - The appropriate type, number, and stowage requirements must be met if in applicable waters during prescribed times. For paddlecraft operating during the night, they must comply in the specified areas. 33 CFR 175.101 and 33 CFR 175.110

Applicability of Commandant Instruction M16672.2E Navigation Rules - Paddlecraft are vessels and are subject to many of the navigation rules of the road. Navigation Rules, Rule 3

Numbering (similar to registration) - Paddlecraft (without a motor) are exempt from the federal requirement in 33 CFR 173. State requirements vary by state. For example: Virginia and Maryland have no requirements for numbering paddlecraft. Check with your state boating law administrator for your state's numbering requirements for paddlecraft.

Operators Licenses - State requirements may apply to guides, rentals, livery, etc. depending upon location.

Display of Capacity Information - Canoes and kayaks are exempt from the federal requirement. 33 CFR 183.21

Hull Identification Numbers - This is a manufacturers' requirement and applies to select paddlecraft. Federal and state enforcement efforts vary concerning the display and condition of these numbers. 33 CFR 181

This list covers just a few of the most frequently asked questions concerning federal carriage requirements for paddlecraft. The American Canoe Association (ACA) has several products, including DVDs, brochures, and posters that were developed under a U.S. Coast Guard-administered nonprofit organization grant that are available to assist paddlers. They also have an excellent pamphlet, Paddle Safe! Have Fun!, that provides 10 paddling safety tips that could save paddlers' lives. This pamphlet and more information are available at ACA's website: <http://www.americancanoe.org/>.

Another helpful tool is for a boater to get a Vessel Safety Check (VSC). These inspections are not just for sail and power boats. VSCs are free of charge and the examiner will assist a boater on exactly what equipment is required for his or her paddlecraft. Boaters should contact their local Coast Guard Auxiliary Flotilla (<http://www.uscgaux.info/content.php?unit=V-DEPT>) or local United States Power Squadrons (<http://www.usps.org/national/vsc/>) to arrange a VSC.

Remember to play it safe on the water. Always wear your life jacket, take a boating safety course, and get a vessel safety check.

Boat Responsibly! *



PARTNER PERSPECTIVES

Christopher Stec
Chief Operating Officer
American Canoe Association

Paddlesports organization works *diligently* with partners

What has your paddlesports partner, the American Canoe Association (ACA) been up to (besides spending our lunch breaks SUPing on the river outside our office)?

In order to fulfill our mission – making the world a better place to paddle – we rely on the collaborative efforts of thousands of volunteers across the country as well as a wide range of partner organizations.

Regardless of which statistical survey you adhere to, the Outdoor Industry Association's (OIA) annual Participation Report, the U.S. Forest Service's National Survey on Recreation and the Environment (NSRE), or the U.S. Coast Guard's National Recreational Boating Survey (NRBS), the fact is, there are a lot of paddlers out on the water, and their numbers seem to be increasing.

In order to truly provide these paddlers with a positive on-water experience, we must provide a range of educational opportunities for them. This can only be done by working together as the greater boating community. From signage and infographics to online or on-water courses, to regulation and enforcement, it is truly a

diverse group effort to help these citizens have fun, yet safely return to their vehicle at the end of their paddle.

Here's a look at a few of the many projects the ACA is currently working on with partners:

- National Boating Safety Advisory Council (NBSAC) – spearheading a workgroup looking at the current wording of the 'exemption' requirement for lifejacket wear under CFR Title 33 Part 175 Subpart B
- Boy Scouts of America's National Aquatics Task Force – updated the Whitewater Merit Badge, developed the new Stand Up Paddleboarding Award
- BoatEd - working on developing an online paddlesports course
- USCG Auxiliary & US Power Squadron – continuing to expand our working relationship to advise on their respective paddlesports-related literature
- Sea Scouts – providing guidance on how to incorporate paddlesports into their curriculum
- State Agency outreach - speaking on behalf of paddlesports at events, including the Oregon State Marine Board, the Inland Waterways Conference, and the Virginia Area Maritime Security Recreational Vessel Subcommittee
- National Safe Boating Council (NSBC) – promoting the national 'Wear It!' campaign to paddlers

Upcoming ACA projects of interest:

- Stewardship – our Stream-to-Sea Initiative and the ability to co-brand your organization on our unique Paddle Green Bags
- State Director Program – a new outreach program to connect local paddlers to the folks reading this article!
- Rafting – national launch of our revised Rafting curriculum for both paddle and oar rafts
- SUP – continue to provide education materials and regulatory guidance for stand up paddleboards
- Mobile Paddlesports App – a simple, yet highly functional app under a grant from the U.S. Coast Guard

The heart of the ACA is the people who paddle, those who cherish and protect the rivers, lakes, streams, bays and oceans of the United States and beyond. If we can assist you, or your organization, we would love to hear from you.

Paddle safe – paddle often. *

When not in the ACA office or attending meetings, Chris Stec can be found spending time on the water with his family, whether it's kayak fishing, whitewater canoeing on a section of the local Rappahannock River or surfing SUPs in the ocean. You can reach him at cstec@americancanoe.org.

A comprehensive list of Paddlesports Statistical Reports can be found at:
www.americancanoe.org/Paddlesports_Statistics.

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2014-15 Recreational Boating Safety Calendar

2014

June

17-19

NASBLA

Executive Board Meeting

Mystic, Connecticut

www.nasbla.org

info@nasbla.org

859.225.9487

21

American Canoe Association

Board of Directors Meeting

Sloatsburg, New York

www.americancanoe.org

wblackwood@americancanoe.org

27-29

Operation Dry Water

www.operationdrywater.org

July

13-18

NASBLA

Leadership Academy

Lexington, Kentucky

www.nasbla.org

ron@nasbla.org

859.225.9487

August

18-20

Homeland Security Outlook

Maritime Security West

Tacoma, Washington

www.maritimesecuritywest.com

September

7-14

United States Power Squadrons

Governing Board Meeting

Arlington, Virginia

www.usps.org

8-11

NASBLA

Comprehensive Boating Accident

Investigation Course

Biloxi, Mississippi

www.nasbla.org/accident

chris@nasbla.org

859.225.9487

14

American Canoe Association

Board of Directors Meeting

Grand Rapids, Michigan

www.americancanoe.org

wblackwood@americancanoe.org

15-17

American Canoe Association

Adaptive Paddling Summit

Grand Rapids, Michigan

[http://www.americancanoe.org/?](http://www.americancanoe.org/?page=Adaptive_Summit)

[page=Adaptive_Summit](http://www.americancanoe.org/?page=Adaptive_Summit)

jmoore@americancanoe.org

October

6-9

States Organization for Boating Access

Annual Boating Access Conference

North Little Rock, Arkansas

www.sobaus.org

14-15

NASBLA

Education Standards Panel Meeting

Bar Harbor, Maine

www.nasbla.org

pam@nasbla.org

859.225.9487

16-19

NASBLA

Annual Conference

Bar Harbor, Maine

www.nasbla.org

info@nasbla.org

859.225.9487

23-25

US Sailing Annual Meeting

Milwaukee, Wisconsin

ussailing.org

events@ussailing.org

401.683.0800

November

4-5

Homeland Security Outlook

Maritime Security Caribbean

Nassau, Bahamas

www.maritimesecuritycaribbean.com

16-19

Marine Retailers Association

of the Americas Marine Dealer

Conference & Expo

Orlando, Florida

www.mraa.com

info@mraa.com

19-21

C-PORT

Conference and Membership Meeting

West Palm Beach, Florida

<http://cport.us>

December

3

National Recreational Boating Safety

Coalition Meeting

Washington, D.C.

NRBSCoalition@aol.com

202.257.2836

7-10

NASBLA

RBS Instructor Development

Workshop

Jacksonville, Florida

www.nasbla.org/MOI

859.225.9487

2015

January

18-25

United States Power Squadrons

Annual Meeting

Jacksonville, Florida

www.usps.org

28-30

Association of Marina Industries

International Marina & Boatyard

Conference

Tampa, Florida

marinaassociation.org

imbc@marinaassociation.org

401.682.7334

May

6-7

American Boating Congress

Washington, D.C.

www.nmma.org

16-22

National Safe Boating Week

www.SafeBoatingCampaign.com

August

30-September 6

United States Power Squadrons

Governing Board Meeting

San Diego, California

www.usps.org

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Annual
Conference**

October 16-19, 2014
Bar Harbor, Maine
www.nasbla.org

