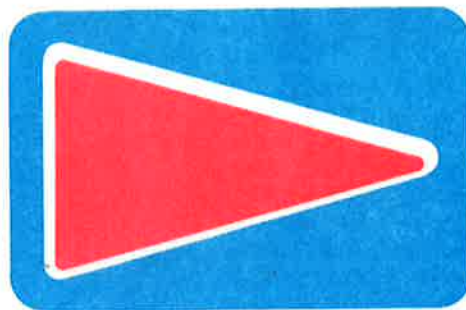


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National Association of State Boating Law Administrators'

# **SMALL CRAFT ADVISORY**



Vol. VI No. 4  
April/May 1991



**Officer training programs**

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# President's Corner

by Lt. Col. Joel M. Brown



**T**he year is rapidly passing. We are faced with many significant issues. One of these is the reauthorization effort related to the federal boat safety account. Major Randy Dill and the committee members assigned to the Ad Hoc committee for Reauthorization of Federal Funds have done an outstanding job of gathering and compiling information which will be most helpful in this endeavor. Appreciation is also extended to all the individuals and organizations which have contributed significantly to the efforts of this committee. I assume that every boating law administrator has received copies of the committee's report entitled Boating Safety Dollars at Work: The Federal - State Partnership.

Another issue of great concern is the so-called Coast Guard User fee. This is an issue which poses the threat of seriously eroding the fine working relationship which we have had with the U.S. Coast Guard in recent years. Ironically, the Coast Guard had nothing to do with initiating this unfair tax on boaters. However, it has been charged with the responsibility of implementing, administering and enforcing this program. And in this process our working relationship will possibly be affected.

The imposition of this tax has caused several states to lose potential registration fee increases which were sorely needed to continue their state boating safety programs. This will have a long-lasting impact on these states and will likely impact simi-

larly on other states' programs in the future.

Most of you know that there are House and Senate bills in the works which would repeal this boat tax. However, it is believed that these bills have no promise of passing unless offsetting revenue sources are identified. If the repeal measures are passed, they would likely be vetoed.

The bottom line is, this bad situation is far from over. I would like to suggest, however, that there may be some viable alternative aside from outright repeal. Amended legislation may be in order.

Some years ago, as a young, zealous field officer, I received some sage advice from the then Chief of Law Enforcement of the Georgia Department of Natural Resources. He convinced me that never is an issue black or white. There is always a gray area. There is always room for compromise. I have since learned well the reality and wisdom of that advice.

It is my belief that among the thousands of readers of this newsletter there are probably those with very worthwhile ideas which could be formulated into a viable solution. Therefore, I request that anyone of you who has an idea of this nature please contact me in writing or by telephone. I will make every effort to represent the member states and associate members of NASBLA in seeking a solution to this issue.

As we are now well into the 1991 boating season, I wish you all well. Keep up the good work!

## Coast Guard Comments

by Captain Alan D. Rosebrook  
Chief, Auxiliary, Boating and Consumer Affairs Division,  
U.S. Coast Guard

As many of you are probably aware, this will be my last article for Small Craft Advisory, since I will be retiring from the Coast Guard on June 30, 1991 after 27 years of service. Captain Chad Doherty will be reporting to Coast Guard Headquarters on June 14 to relieve me as Chief of the Auxiliary, Boating and Consumer Affairs Division. I will be turning over the boating safety program with some reluctance. Over the past year and a half, I have had the opportunity to work with some outstanding state boating safety professionals. But more importantly, I feel that I will be leaving behind many new friends.

The Coast Guard Boating Statistics 1990 publication will go to press shortly. I am pleased to report that we have established a new record low number of recreational boating fatalities. In 1990 there were 865 fatalities (down from 896 in 1989), with a fatality rate of 4.4 per 100,000 boats. This is a remarkable accomplishment when you consider the very optimistic goal established several years ago to reduce the fatality rate to 6.0 per 100,000 boats by 1990. Most of the credit has to go to the outstanding work being done by all of the various state boating safety personnel. The number of fatalities is still, however, far higher than we would like it to be, and with the number of boats and boaters continuing to increase, we will have to work

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# NEWS

## Red Cross survey finds vastly higher boat accident rates

To address the problems surfacing in recreational boating, there has to be a foundation of information upon which to base solutions. This was the rationale for the recently completed National Boating Survey conducted by the American Red Cross.

Developed under a Coast Guard grant, the survey interviewed 25,000 households as to boat use. Some 15 percent of the respondents owned a boat (of those, 27 percent owned more than one), and nearly one out of five families participate in boating recreation. Mandatory boating education courses are supported by 80 percent of the respondents, and mandatory licensing is supported by two thirds of the boat operators.

Based on survey responses, it appears that there are more recreational boats in the United States that had been earlier estimated: on the order of 19 million rather than the 17 million usually projected.

The speed boat, under 20 feet and made of fiberglass, is far and away the most common. Nearly one third of the boats don't have a motor of any type. There has been a significant increase in horsepower: 53 percent of the speedboats and runabouts had in excess of 100 hp.

The most striking finding, and one which had been predicted by the Coast Guard, was the incredible difference in accident, injury and fatality numbers between those unearthed in the Red Cross Survey and those reported to the Coast Guard.

The survey came up with 1,314 fatalities, compared to the Coast Guard's reported figure of 817. The survey estimated that there were 420,733 non-fatal injuries, compared to the reported figure of 3,137. Property damage reports followed a similar

pattern: 425,229 incidents involving property damage noted by the Red Cross survey, as compared to 4,048 reported to the Coast Guard. The survey came up with total boat and property damages totaling \$879,647,629, compared to the reported figures of \$18,234,629..

The survey also called into question the apparent decrease in boating fatalities. According to answers given to the Red Cross, the average boat was in use for 106 hours in 1989, compared to 151 hours in 1976. By comparing use and fatality numbers, there were .14 deaths per million passenger hours in 1976, or 17 per 100,000 boats. In 1989, while one rate dropped to 5 deaths per 100,000 boats, the fatality rate rose to .18 per million passenger hours.

The Red Cross survey was not meant to be an attack on the agencies' reporting figures, but underscored the desperate need of a system of accurately reporting boating accidents. Only with accurate data in hand, reflecting the real world, can safety programs and regulations be developed.

## NCIABLA conference July 29 -Aug. 1 centered around water safety

When the members of NCIABLA meet July 29 to Aug. 1 in South Bend, Indiana, a full water safety special will be on the agenda. Concurrent with the meeting will be a major river rescue training program, as well as a full-scale personal watercraft familiarization program (including the opportunity to operate one.)

The conference site is right on the East Race Waterway, a major watersports artificial raceway, and will be at the Works Hotel. Part of the sessions will involve the City of South Bend's Dept. of Public Parks, operator of the course. Host state for the conference is Indiana, with Maj. Larry Rhinehart commanding the Division of Law Enforcement of the state's Dept. of Natural Resources.

## Murray appointed Massachusetts BLA

Richard A. Murray has been appointed Massachusetts Boating Law Administrator and director of the Division of Law Enforcement within the Dept. of Fisheries, Wildlife & Environmental Law. He succeeds Col. Allan McGrory.

He is firmly committed to the goal of strengthening environmental law enforcement programs, including boating safety. He is particularly concerned at this time with improving the efficiency and effectiveness of the new boat titling program, which was implemented last year without what the state now realizes was insufficient resources. Boating education, registration, and enforcement programs will also be reviewed with an eye towards improvements.

even harder if we expect to maintain the low fatality rate.

As I retire, I unfortunately leave several projects unfinished. I have worked closely with the member of the BAIRAC Committee of NASBLA in an attempt to improve the quantity and quality of the accident data we are receiving each year. I recognize that this will be a very slow process, but I feel we are finally making some progress with the marine insurance companies. We do need a stronger effort by the states if we hope to improve accident reporting so that we can correctly claim that we are actually receiving more than 10 percent of the reportable accidents.



# Instructor's Notes

by Mary M. Davis and  
Capt. Bob Poole

## Florida increases boating accident investigation staff

The rising sun illuminated a harrowing scene. A small outboard boat, tattered and littered with beer cans, floated at lake's edge. The operator's bloodied body lay motionless in the stern. A Labrador retriever, cold and wet with cuts on her face and abdomen, kept watch over her master's body.

When law enforcement officials arrived, they discovered that people had covered the body with a blanket, tied the dog to the steering wheel, and moved the boat away from the ramp to permit access.

Had valuable clues regarding how and why this tragedy occurred had been obscured or destroyed?

To combat Florida's surging boating accident rate and the increasing complexity of boating accident investigations, the Florida Game and Fresh Water Fish Commission recently increased its

boating accident investigation staff from 64 to 86.

"Florida had 102 deaths on its waterways in 1990, and that's a 21 percent increase over the previous year," said Capt. Bob Poole, boating law administrator for the GFC. "It's vital that investigators accurately determine the cause of accidents so we can focus our educational efforts to prevent them."

To train boating accident investigators, the GFC conducts a 40-hour school at the Law Enforcement Training Center in Quincy.

"We take what wildlife officers learn in our officer training academy a few steps further," Poole said. "Boating accident investigators must ask 'how' and 'why' and do some sleuth work."



Physical evidence is carefully collected. Officers study the evidence they have assembled, reconstructing the accident.



Officers begin the meticulous task of assembling information at the site of boating accident.

The school teaches boating law and specialized techniques for photography, interviewing, scene sketching and accident reconstruction. Each investigator receives a boating accident investigation kit which includes a body cover, camera, measuring devices, compass, calculator, tape recorder, drawing templates, marking tape, investigation forms, and other items they might need.

"Investigating an accident scene is different than investigating a crime scene," Poole said. "Investigators follow different procedures. This changes when the accident scene becomes a crime scene, and they often do."

Poole said Florida is one of the few states which has laws against vessel manslaughter and vessel homicide.

To help investigators learn to determine the causes of accidents and determine when an accident site becomes a crime scene, Poole stages mock boating accidents for them to examine. GFC public information officers even pose as news reporters to add realism to the exercise.

"Boating accidents become news if there are severe injuries or deaths, so our investigators must learn to provide what in-

formation they can to the media while maintaining the integrity of the crime scene and protecting the identities of victims," Poole said.

Florida initiated its boating accident investigator training program in 1988 to help wildlife officers with these time-consuming investigations.

"Take one wildlife officer with three accidents to investigate. He's not a wildlife officer — he's a full-time boating accident investigator," Poole



Witnesses are questioned, as students attempt to put together the chain of events leading to the accident.





**Witnesses are questioned, as students attempt to put together the chain of events leading to the accident.**

said. "Investigations often take 100 hours or more, plus time in court if charges are filed. And then, five years down the road, a civil suit is filed and our investigator must testify."

Florida's 86 boating accident investigators are stationed throughout the state, with concentrations in areas having high accident rates.

"Currently, boating accident investigators function as wild-life officers, but they take on all boating accidents in their area," Poole said. "We foresee needing dedicated investigation positions in the future, to meet the needs of Florida's growing population."

For more information about Florida's boating accident investigator training program, contact Capt. Bob Poole, Florida Game and Fresh Water Fish Commission boating law administrator, telephone (904)488-6257.

*Mary M. Davis is an information specialist with the Florida Game and Fresh Water Fish Commission. Capt. Bob Poole, a 23-year GFC veteran, coordinates boating safety and investigation programs and is the primary firearms instructor for agency recruits.*

## Boat accident investigation classes set

Accident analysis is one of the key factors in the development of effective boating safety laws and regulations, providing the key data required in making waterways safer and more enjoyable for all users. As part of this process, Underwriters Laboratories' Marine Department will be conducting six more week-long seminars on boating accident investigation and reconstruction as part of the current series.

The seminars include two days of general boating accident investigation topics and follow this with two days on collision accidents and collision accident reconstruction. Seminars are configured to give the attending officers a foundation of knowledge essential for the determination of causes of boating accidents as well as legal ramifications of the investigation.

Seminars are intended for experienced federal, state or local boating law enforcement instructors and investigators. Attendance at each seminar is limited to 25 people. Because of the interest in this field, it is suggested that interested persons or agencies make reservations as early as possible.

For more information about the seminars, the agenda, and related items, contact Ernie Kirstein, Underwriters Laboratories Research Triangle Park, North Carolina, (919)549-1691. For information on a specific session, contact the individuals listed below.

Classes, dates, and persons to contact for the remaining classes in this series include:

July 8-12, LaCrosse, Wisc., Bill Engfer, (608)266-2141;

Aug. 12-16, United States Coast Guard Academy, Debra Johnson, (203)434-8638;

Oct. 7-11, Charleston, S.C., Lt. Alvin Taylor, (803)762-5034;

Nov. 4-8, Albuquerque, N.M., David Skasik, (505)827-7465;

Dec. 9-13, Vermont State Police Headquarters, Waterbury, Lt. Mike Vinton, (802)244-8778; and

Jan. 27-31, Las Vegas, Nev., Fred Messman, (702)688-1542

### **1991 NESBAC meeting reslated Aug. 25-27**

The NESBAC meeting, originally scheduled for June, has been rescheduled Aug. 25-27 in Warwick, Rhode Island. The change of dates was necessitated by the reorganization of the Rhode Island Division of Boating Safety, the conference host.

With the new date Frank Papa, Chief of the Rhode Island Division of Enforcement, will be hosting the conference.

As originally planned, the meeting will be at the Johnson & Wales Hotel.

Registration and a small get-together are planned for Sunday, with meetings slated Monday and Tuesday. The conference will end with the close of business on Tuesday.

## **Boating Safety Hotline**

# **1-800-368-5647**

# SSBLAA urges investigations of boating fatalities

The Southern States Boating Law Administrations Association is urging that states provide a law enforcement investigation of all fatal boating accidents as a prerequisite to eligibility to receive federal boating funds. The move came in the form of a resolution from SSBLAA to the National Association of State Boating Law Administrators, passed at SSBLAA's annual meeting in Wrightsville, N.C. The resolution requested that NASBLA consider a similar resolution to the U.S. Coast Guard.

SSBLAA pointed out that reliable and accurate data on boating accidents is essential for the development of effective education and enforcement programs, but the current accident self-reporting requirements and data analysis programs are not providing reliable and accurate data and may in fact be providing misleading information.

The resolution noted that the states are currently required to administer an accident and casualty reporting program to qualify for funding from the Recreational Boating Safety Account.



**Ed Jenkins, chairman for the Southern States Boating Law Administrators Association, presents Captain Dudley Overton with a special SSBLAA award for his dedicated service to SSBLAA and to the National Association of State Boating Law Administrators. Captain Overton, the boating law administrator from South Carolina, plans to retire from the South Carolina Wildlife and Marine Resources Department at the end of the year.**



**Col Jack Taylor, president of the Southern States Boating Law Administrators Association, presents the 1991 SSBLAA Award to North Carolina Wildlife Enforcement Officer Michael A. Loukos. Also recognized for their contributions to boating safety during 1990 were Lieutenant John A. Clifton of the Alabama Marina Police and Officer Walter K. May of the Maryland Natural Resources Police.**

The federal government, through a Coast Guard grant from that same fund, has provided training for boating accident investigators for the past four years.

In addition, SSBLAA urged that the U.S. Coast Guard continue to fund through the grants program boating accident-related projects including the Underwriters Laboratories Accident Investigation Seminars (and the accident reporting study by the Marine Index Bureau.)

In other action, SSBLAA urged repeal of the federal boat user fees; expressed appreciation for the work of Col. Jack Taylor as president of the association over the past year; and expressed appreciation to the North Carolina Wildlife Resources Commission personnel for their work as hosts for the 30th annual SSBLAA conference.

## Numbering, Titling Committee studies security measures

The National Association of State Boating Law Administrator's Numbering and Titling Committee devoted itself to paperwork at its spring meeting — paperwork in the most literal sense. The committee is updating the Manufacturer's Statement of Origin, and as part of that is looking at security features such as copy-proof paper for the official documents.

As such, the committee is investigating the standards laid out for similar documents involving motor vehicles.



# Researcher urges broader sobriety test

"In my view, statutory limits (for blood alcohol content) for driving have misled people, and in a broader safety context are contra-productive. Statutory limits presume that you are OK up to a point. We are dealing with a continuum. No one is safe (to operate a vehicle) at .10 percent. As soon as we can reliably measure blood alcohol levels, at around .015 percent, we can also measure changes in performances." The speaker is Dr. Marelline Burns, one of the most respected researchers in the area of alcohol and its effects upon people.

Acknowledging that most studies involving the effect of alcohol upon performance are not specific to boating, she sketched in the broad effects of alcohol-impaired operators in other vehicles.

Alcohol, she pointed out, is a drug which depresses the central nervous system. It slows the ability to process information from the senses. Slowness is a liability in any environment in which accurate performance is required.

In a driving simulator, the sober driver rapidly scans the entire scene. The impaired driver does not. The impaired driver will look at a particular point significantly longer than the sober driver, and because of this looks at fewer points. The result is a driver which has limited effective vision.

The impaired operator will also develop 'tunnel attention.' The limited ability to process information means that attention is paid to fewer areas or items.

Alcohol also limits the ability of an individual to judge risks.

"Not a lot of us drink a lot," she said. "And this is the heart of the problem. Those who do not drink a lot do not recognize impairment."

But, recognized or not, alcohol is the most predominant problem: it leads to more accidents, more severe accidents, and more fatalities. It is the factor which shifts a close call into a catastrophe.

"My personal belief is that any alcohol use should prohibit driving," she emphasized.

And alcohol is not the only problem. Other drugs are becoming major problems, from illegal substances to the effects of motion sickness pills.

Dr. Burns developed the field sobriety tests currently used by most law enforcement agencies: balance, walking, and horizontal gaze nystagmus.

"There is a crying need," she said, "for sobriety tests which may be used on the waterways. Horizontal gaze nystagmus appears to be the best candidate, but further research is needed."

## *Gayer appointed Kansas boating law administrator*

In a realignment of responsibilities, Jeff Gayer has been appointed boating law administrator for the State of Kansas. He succeeds Richard Harrold.

Gayer has been with the Kansas Dept. of Wildlife and Parks since 1977. He became the training officer in 1989.

## Nebraska boating PSAs reflect football theme

Tom Osborne, football coach at the University of Nebraska, is an avid fisherman and boater in addition to being one of the most successful active coaches. Realizing the combination of the two, Nebraska boating law administrator Leroy Orvis approached him with a request to aid the state's Game & Parks Dept. efforts to promote boating safety — a request that has led to a series of boating safety public service announcements with a football theme. A typical radio announcement has Osborne pointing out that football players must wear protective equipment during the game, and a fisherman should wear a personal flotation device while on the water. Boaters, in another PSA, can improve their game plan with a boating course. Yet another points out that neither boaters nor football players can perform 100 percent while drinking. Last of the PSA currently aired stresses that a boater convicted of Boating Under the Influence can spend the season on the beach.

Orvis is quick to credit Arizona Game & Fish education specialist Don Slocum with planting the seeds of the PSA idea, basing it on Arizona's popular and effective radio PSA program accomplished with the aid of country and western entertainers.

## Rhode Island retools boating safety efforts

Rhode Island has reorganized its boating safety and enforcement programs. Its Division of Boating Safety has been abolished, and the duties of that office have been transferred to the Dept. of Environment Management's Division of Enforcement.

The move was part of a wide-based consolidation effort, bringing park, conservation and marine enforcement efforts under the same management umbrella. While conservation officers and marine officers have a long-standing policy of working closely together, the new program will make it easier for the two branches — remaining as separate uniformed services — to work together. The two did communicate, at times on an informal basis, as to patrol areas and efforts as part of the plan to cover the entire state. The consolidated effort will formalize those arrangements as well as making it easier to coordinate patrol efforts. The new program will also provide for more combined patrol efforts.

## ***Placemats carry Arizona safe boating information***

Boaters are, without a doubt, becoming more mobile. The State of Arizona, faced with an influx of out-of-state boaters not necessarily familiar with its laws, has kicked off a new information program aimed at the rapidly increasing recreational boating use along the Colorado River.

Where is the one place that most people will gather, and once there, will read? At a meal table, the Arizona Wildlife Management Division predicted. People at a table are a captive audience, and they will read anything from the menus to the notes on the sugar packets. The state designed a sharp-looking placemat, with interesting graphics and text, describing the rules of the road and the uniform marking system, and offered these without charge to restaurants in the high-boating use communities along major access routes.

If the program is successful, it may be expanded to other areas of the state.

## **Smith elected Canadian Boating Council chair**

The newly-formed Canadian Safe Boating Council, patterned after the National Safe Boating Council in the United States, has elected Staff Sergeant Larry Smith of the Ontario Provincial Police, as its first chairman. The Council, as its inaugural project, is promoting Canada's first National Safe Boating Week June 2 through 8, in conjunction with the similar week held south of the border

## **About the Cover**

The operator of the speedboat was the only fatality out of the seven people aboard these two pleasurecraft following a collision on the Ohio River near Cincinnati. Officers of both the Kentucky Water Patrol and the Ohio Division of Watercraft responded to the call, with the case being turned over to Kentucky when rescue operations were concluded. (Photography by Ohio DW Rich Cates)

## **Mississippi plans for fleet upgrades, analyzes needs**

When the State of Mississippi finished counting, it found had 520 jonboats in its inventory. Is that an answer to some trivia game? No. It is just part of the effort put out by the state to catalogue what vessels are in its fleet, and from that to determine both what kinds of vessels should be in the fleet as well as a priority list of how and in what manner the fleet should be upgraded.

As Elizabeth Raymond, boating law administrator, points out, the state must make its safety and enforcement presence felt: the state is flanked by major rivers, it contains six major reservoirs, and "out front" (as the Gulf frontage is called), is the open salt water of the Gulf of Mexico.

To implement the review process, the agency has a committee of boat officers from each region and water type in the state, conveying opinions and needs of the field officers into the planning process. In addition, the agency is collecting opinions from other watercraft safety and enforcement agencies as to the suitability of various types of boats.

The process does not indicate a wholesale replacement of the fleet. Jonboats, for example, are a very effective way of moving people and light equipment through flooded shallows.

"This is part of a long-term process," Raymond said. "It is a planning process that will allow us to update the fleet as funds become available."

## **Virginia develops anti-alcohol brochure, litterbag**

A cooperative effort between the Virginia Dept. of Game and Inland Fisheries and the Virginia Alcohol Safety Action Program has produced a second generation Operating Under the Influence brochure and a new litterbag design.

The second brochure has been developed as a result of concern from the two agencies about removing intoxicated operators from the state's waterways. Getting the word out that operation of a motor vessel while under the influence will result in arrest and removal from the waterways was the intent of the first pamphlet. The second pamphlet — I cruise without booze — was designed to provide an explanation of why boaters shouldn't drink and operate a motorboat, as well as explaining the consequences. The resources of the two agencies were shared and also existing programs which integrated well with each other were used.

The litterbags also have a new look, with pictures of boats added to the cars which were already a part of the design.



## Host sought for 1994 NASBLA Conference

The numbers on the calendar may not show it yet, but 1994 is closer than one may imagine. Closer, that is, for the NASBLA member which will host the 1994 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.

## Wyoming seeks part-time boat enforcement officers

Wyoming's Game & Fish Dept., for many years, has routinely hired a cadre of ten "reservoir crew" seasonal boating law enforcement personnel. As the name implies, the ten, normally working in five two-person teams, offer additional law enforcement presence on the state's reservoirs and other waterways during the boating season.

However, concedes Wyoming boating law administrator Russ Pollard, it is a lot easier to advertise for ten seasonal people capable of meeting the high standards required than it is actually hiring those same people. This year, while receiving plenty of applications, Pollard was only able to actually hire five — with other qualified people finding other work during the hiring process.

"We're going to try something different this year, to keep our summer crews up to full strength," Pollard explained.

The agency is approaching local police jurisdictions in an attempt to hire commissioned officers to work one or two days a week on a strictly part-time basis. Since letters have just gone out advising of the part time opportunity, he acknowledges that the success of the venture is still to be determined.

He had previously developed a three-day program with the Coast Guard Auxiliary to offer the new boating officers a boating safety class.

## SOBA Conference studies barrier-free marine facilities

Barrier-free access marine facilities is the theme of the workshop at the middle of SOBA '91, the annual conference of the States Organization for Boating Access. The conference will be Sept. 28-Oct. 2 at the Stouffer Madison Hotel in Seattle, Wash.

Technical and administrative sessions at the conference will include boat ramp and marina design and construction, new float systems, CAD applications, pumpouts and fuel docks, public trust doctrine, grants and loans, and other items. In the words of executive board member Dave Obern, the conference will be full of the latest information on design, funding, and overcoming obstacles in providing public access.

Information about the conference agenda and registration may be obtained from L.D. Farleigh, Interagency Committee for Outdoor Recreation, 4800 Capitol Blvd., KP-11, Tumwater, WA 98504, telephone (206)753-7140, FAX (206)586-2495. Organizations wishing to have exhibit space at the conference should contact Hal Schlomann, Northwest Marine Trade Association, Mariner's Square, No. 233, 1900 N. Northlake Way, Seattle, WA 98103, telephone (206)634-0911.

Persons wishing information about SOBA activities and membership should contact Ron Stone, Secretariat, SOBA, P.O. Box 25655, Washington, D.C., 20007.

In 1987, representatives of state government, the boating public and boating industry formed SOBA to specifically address issues of boating facilities. Today, SOBA has 45 state members plus associate membership including local and federal public access administrators, boating industry and marine consultants.

## Looking Ahead

WSBAA Conference	July 20-23 Downtown Marriott Portland, Oregon
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.



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## Utah slates boating safety days in parks

If you want to tell people about boating safety, and boating safety programs, where's the best place to go? It's obvious — you go where the people, or more specifically, boating people — are. That's the theory behind the Utah Department of Parks & Recreation's boating safety day program, calendared for four of the most popular boating parks this summer.

The boating safety days program kicked off at Willard Bay State Park June 13, with a host of tents and booths in the park proper offering clinics and information on a host of water-related subjects. Exhibitors included the full range of water activities, from paramedics with hints and tips on water health and safety to displays of first aid equipment and classes, and including displays of water-skis and personal watercraft.

Utah boating law administrator Ted Woolley was quick to stress that the program was not designed as a hands-on, in-the-wet event. Instead, the displays were strictly on the beach, designed to bring people interested in boats and water recreation to a source for safety information.

The program moves to Utah Lake State Park June 27, Rockport Lake State Park July 11, and Deer Creek State Park July 18.

## Oregon eyes two-tiered training program for seasonal boat officers

With a growing number of part-time or seasonal officers involved with watercraft enforcement, the State of Oregon's Marine Board is mulling changing its basic marine law enforcement training program.

For six years, the state has offered a 40-hour basic course to sheriff's departments and other jurisdictions involved with boating law enforcement. It has been an introduction for the officer new to watercraft enforcement, heavily tilted toward the hands-on, practical side of operations, according to Webb Terwilliger, deputy director. The course covers carriage requirements, boat registration, reckless operation, Operating Under the Influence detection enforcement, and noise controls on the legal side. On the water side, officers are familiarized with maneuvering, operation of both pump and propeller craft, docking, side to side vessel maneuvering, moving through buoys and alongside docks, and mock boardings.

Terwilliger is concerned that the amount of knowledge passed through the course, even though much of it is introductory and to be used as a resource, is still too great for many people to absorb. A logical step would be to increase the course to two full weeks. However, the down side of this is that many local jurisdictions would be loathe to pay for two weeks to

expensive training for an officer who would be with them only for a short boating season.

A possible answer, and one that is being carefully studied, would be to divide the session into two parts: the first week an introduction that would be adequate for the needs of the seasonal officer and still affordable for most jurisdictions; and the second week an advanced, in-depth program for the full-time officer involved in boating law enforcement.

As part of the process, the agency is looking at developing a conference for the enforcement agency program coordinator and administrator. This conference would look at scheduling needs, budgets, and the administrative side of fielding a boating enforcement unit.

The Oregon Marine Board presently holds an eight-hour, post-boating-season conference. At this conference, the enforcement agencies participating are able to review program successes. There is consideration of moving this to a spring session, trading off the benefits of the review process against the opportunity to discuss new laws, regulations, and new programs which would impact the boating law community.

## Mobile billboards carry W. Virginia safety messages

If people driving by a billboard will read a water safety message, then how much more effective will the message be if it comes driving to them?

With that in mind the Enforcement and Education arm of the West Virginia boating safety program put their safety billboards on wheels and have began rolling them around on the public streets. Well, they are not really billboards — they are the sides of buses in the public transit system, but they are mobile message boards. Four marinas in the Charleston area joined forces with the West Virginia Dept. of Natural Resources to produce the boating safety posters. Cost is approximately half what the agency would have been faced with had it followed its practice of billboard advertising.

In the West Virginia city of Huntington a similar program has been unveiled, but with the advertising posters mounted inside the buses for the riders.

## Boaters urged to know limits

Wracked with an unacceptably high rate of boating fatalities, at least equalling last's year's pace, the Washington Parks & Recreation Commission has introduced a new Know Your Limits boating safety campaign. News releases, posters and public service announced will urge boaters to know their boat's limits as spelled out on the capacity plate, know the limits of safe water, and know to limit unnecessary movements in small boats.




## Virginia wardens issued alcohol testing meters

Virginia's Dept. of Game and Inland Fisheries has received at \$26,000 grant from the Virginia Alcohol Safety Action Program for the purchase of preliminary field alcohol testing equipment.

Sixty-four officers assigned to work the waterways of the Commonwealth are now equipped with Lions SD-2 meters. Due to improved state laws dealing with operating a motorboat under the influence, increased training in Operating Under the Influence enforcement and dedicated efforts of the department's wardens, Boating Under the Influence arrests have increased ten-fold so far this year. It is hoped with this new tool that officers will be able to remove even more intoxicated persons, thereby preventing needless deaths and destruction on the state's waterways.

## PSAs aid Maine OUI enforcement

 How do you get information concerning a new Operating Under the Influence law out to boaters? Maine was faced with that question, and the Dept. of Inland Fisheries and Wildlife's Information and Education section prepared a series of television public service announcements — both covering boating safety in general but with a special emphasis on the state's new OUI law. In addition to producing its own messages, the state distributed some of the nationally-available messages.

The public service message campaign was only half of the project: at the same time members of the Warden Service were extensively trained and certified in OUI enforcement techniques.

"The television stations have been very good to us, very receptive," said Bill Vernon, Maine boating law administrator and deputy chief of the service.

## Block Island given patrol vessel by RI

Both patrol efforts and search and rescue capabilities in and around Block Island have been improved, now that the Rhode Island Dept. of Environmental Management has donated a 24-foot patrol vessel to the Town of New Charmin on the island. The Block Island police will enforce local regulations as well as shellfish regulations, and will be part of the search and rescue response effort. Chief Dick Lemoi commands the island's police force.

## Montana establishes boat noise regulations

Montana is in the process of training and certifying its enforcement officers in the use of decibel meters, now that the state has passed a pair of laws regulating noise levels from watercraft.

The standard statewide will be 90 dBA measured at one meter while the boat is idling, a test developed as SAE J2005. However, there are additional restrictions on three lakes within the state: on those, the measurement will be 75 dBA at the shoreline when the boat passes 100 yards offshore — as established under SAE J1970.

The shoreline test will be the subject of a report due back to the legislature next year. The program could be modified, expanded or terminated following the year of study.

### *Law Enforcement Committee develops model PWC act*

NASBLA's Law Enforcement Committee, meeting in Tucson, Ariz. April 13-14, focused its attention on development of a model personal watercraft act. The committee, which has been working on a model act for several years, created a document meeting the approval of its 11 attending members and will present this to the full NASBLA membership at the association conference this fall in Idaho.

The committee also drafted a shoreline sound level test, to be added to the model motorboat noise act. This also will be presented at the annual conference.

Two actions will require more study, according to Law Enforcement chair Ted Woolley of Utah. Work continues on development of a model speed act, as well as on a study of the status of the 12-year-old and under mandatory PFD use rule since the 1988 NASBLA resolution.

## PWCA establishes restriction hotline

The Personal Watercraft Riders Association has installed a toll-free telephone service to increase the flow of communication between riders, industry and lawmakers.

The association said the toll-free system is primarily for riders who experience regulatory or legislative friction. Many areas nationwide are subject to regulations regarding riding areas, age of the operator, speed limits, noise levels, and even overall bans. The hotline, in service from Monday through Friday from 9 a.m. to 5 p.m. EDT, is 1-800-833-2650.



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## Arkansas reorganizes boating law programs

The Arkansas Game and Fish Commission has separated the boating education and boating enforcement efforts into two divisions.

Boating law administrator Richard Gregory will move into the enforcement division, with the enforcement side of the state effort. The education and information division will retain the boating education programs, under the overall command of the assistant chief of the division. Under present planning, a fourth regional training officer will come aboard, to assist the regional commanders with implementation of the education programs.

There has been a tremendous increase in the number of boating education classes across the state. Unfortunately, however, the classes seem to be most active immediately following a serious accident or fatality. The accidents, and resultant publicity and news, apparently makes the boating public more and more aware of the benefits of education.

## Boating Intoxication courses calendared

A pair of courses focusing on boating intoxication enforcement training have been calendared by the California Dept. of Boating and Waterways in conjunction with the Orange County Sheriff's office.

The first of the two 16 hour courses will be in Sacramento at the Sacramento Public Safety Center June 17 and 18. The Second, similar course will be at the Orange County Sheriff's Office Harbor Patrol Classroom in Corona del Mar June 20 and 21.

There is a \$5 registration fee for the Sacramento course, and a \$2 fee for the Orange County course. Both courses are POST-certified. In addition to offering an update on new California legislation, the courses will cover Boating Under the Influence legislation, enforcement, horizontal gaze nystagmus, courtroom procedures, field sobriety tests, chemical testing, and report procedures.

Information may be obtained from DBW's Chuck Kirchner, (916)322-1834.

## Iowa designs officer water survival course

The Iowa Dept. of Natural Resources, Bureau of Law Enforcement, has designed a water survival course for all its field officers. The program, substituting weight belts for equipment and firearms, illustrates what happens when an officer either falls overboard or steps into a hole and demonstrates the effectiveness of personal flotation devices and float coats. The exer-

cise shows officers what positive actions they should take during an in-the-water event.

Surprisingly enough, development of the program unveiled that field officers had never been asked whether or not they could swim. Now, all recruits are queried, and unless they could pass a swim proficiency test (now part of the water survival program)) they must wear a PFD while on the water. A swim course is also offered.

The water survival program was presented by a Red Cross instructor and an ex-SEAL, both on the department staff.

## Joint exercise refines search, rescue efforts on big Nevada lakes

Different agencies, even when charged with the same task, bring different tactics, techniques and equipment to bear on it. That's why the Nevada Dept. of Wildlife, the U.S. Coast Guard and a number of local jurisdictions are putting together plans for a joint exercise to work out ways of better coordinating search and rescue efforts on Lake Mead and Lake Tahoe. While a date for the joint exercise, refining ways of more closely coordinating efforts, had not been set as of press time, it is anticipated it will be in early summer.

## Sign-ups due for Nevada accident investigation class

It looks like a long time off when thumbing through the calendar, but time is drawing short to sign up for the UL accident investigation and reconstruction seminar being hosted by the Nevada Dept. of Wildlife Jan. 27 to 31. According to Fred Messman, slots in the maximum-30-person seminar are filling up, and registration should be made as soon as possible. Information may be obtained from him by telephoning (702)688-1542.

## Hawaii shifts boating programs to new Div. of Public Safety

Boating safety and enforcement programs in Hawaii are being transferred to a new umbrella Division of Public Safety from the Division of Harbors. Eventually, all state law enforcement activities will be brought under the single cabinet-level position.

Hawaii is unique in that it does not now have a Peace Officers Standards and Training criteria. Most likely, the Administration section within the Division of Public Safety will address POST certification as the agency includes more of the enforcement agencies. This could take place as early as within a year.



## U.S.C.G.A. aids New York watercraft officer training

There's a subtle problem with most scenarios allowing enforcement officers to practice boarding and inspecting a vessel: by and large, the vessels in the training situation are enforcement vessels and the boaters being checked are recognizable police officers. While the mechanics can not be disputed, still, there is always the underlying knowledge that the vessel is part of the law enforcement community.

Not so in New York.

Under training programs set up by the New York Bureau of Marine and Recreation Vehicles, the training programs work in close cooperation with the U.S. Coast Guard Auxiliary. The Auxiliarists, following a carefully scripted scenario, provide the vessels to be boarded. While the officers in the class do not know what they will face in the boarded vessels, the Auxiliarists provide a wide range of potential actions, as developed with the state's chief trainers. These may range from inspections for required equipment, apprehension of intoxicated boaters, or virtually any other possibility facing watercraft officers. "The Auxiliarists know the boating requirements as well as most of the officers, even without the scripts we lay out for them," noted New York boating law administrator Nelson Potter.

The training programs are offered to local as well as state officers. In the first four sessions, over the past three years, every class has had officers representing different departments and jurisdictions.

## Virginia establishes field training officers program

The Virginia Dept. of Game and Inland Fisheries Law Enforcement Division has established a field training officers program. It is designed to reinforce classroom entry-level training. It has been adapted from a course developed by the San Jose Police Department.

The field training and evaluation program is designed to ensure that the high standards of a game warden are met.

Field training is conducted during a recruit's nine-month probationary period. It takes a recruit's classroom instruction out on the water and into the field, putting training into practice in a closely supervised environment.

The field training program is a joint project between field operations and the law enforcement training sections. The program has both formal and informal field training, as well as the operational formats for recruit training and evaluation.

Field training officers are carefully selected from line posi-

tions. Officers selected showed leadership potential as well as skill in such areas as: water law enforcement, field investigation, communication skills, field sobriety testing, fish and game enforcement, accident investigation and a positive mental attitude.

By putting together the instructor's program, the agency has been able to develop a higher number of well-qualified field training officers, which in turn have produced more professionally trained officers.

## Virginia wildlife law enforcement agency commended

The Law Enforcement Division of the Virginia Dept. of Game and Inland Fisheries has been accredited by the Commission on Accreditation for Law Enforcement Agencies, Inc. In a ceremony at the state capital May 9, Virginia Gov. L. Douglas Wilder and Ken Mederios, CALEA executive director, acknowledged the Law Enforcement Division as the world's only accredited wildlife law enforcement agency.

Over the past year CALEA has analyzed the department's Law Enforcement Division in relation to meeting some 640 state-of-the-art standards in order to gain accredited status. No other wildlife agency's game wardens have achieved this status and only 169 other police organizations have reached this level of achievement.

Col. Gerald Simmons, chief of the law enforcement division, feels that accreditation is an excellent avenue for agencies to demonstrate their commitment to becoming more professional in the delivery of their services to the public.

Initial accreditation is granted for five years, during which time the agency must submit annual reports attesting to continued compliance with the standards under which they were originally accredited.

## Idaho begins reserve marine deputy program

A number of counties in Idaho, because of the seasonal pattern to boating activities, have in the past hired seasonal officers for marine duties. However, under Idaho standards, an officer may work only for one year - seasonal or not - before being certified.

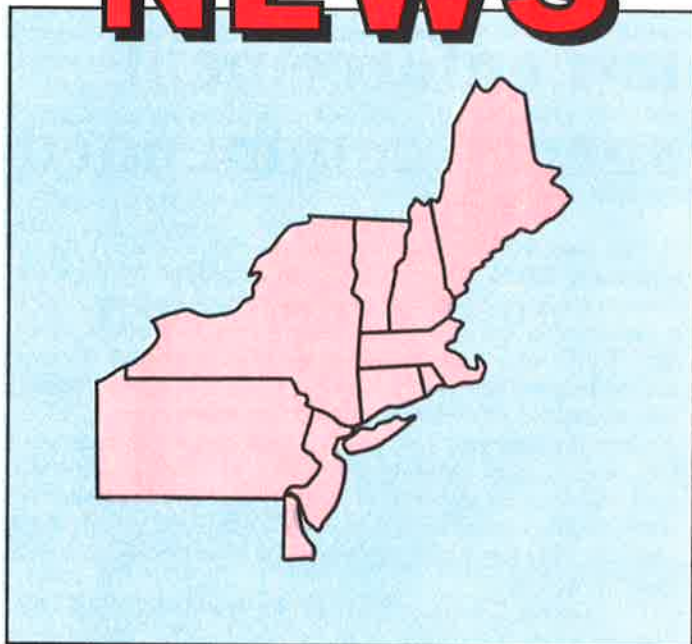
This year, for the first time, the Idaho program has been expanded to include a Reserve Marine Deputy classification. The program calls for 160 hours of training, including 80 hours of boating and boating law enforcement training.



# REGIONAL NEWS

## NESBAC

## NEWS



### Connecticut

Connecticut this year has just completed a four day basic boating safety law enforcement program, followed by a three-day Boating Under the Influence detection and enforcement course. Other programs include advanced accident investigation and reconstruction training.

### Delaware

Division of Fish & Wildlife officers are trained to fulfill the broad aspects of their role, from boating to shellfisheries. Officers must have a minimum of 16 hours of annual training in addition to firearms and first aid/CPR, and normally will have well in excess of 40 hours annually. Programs include a review of boating laws, accident investigation, education, boat handling, and/or electronics. In addition to the National Boating Safety School, officers are sent to such specialized courses as

radar and/or loran, navigation, criminal investigation, boat accident investigation and reconstruction, Boating Under the Influence, and other investigative schools. All officers are certified on the Intoxalyzer 5000, as part of the boating under the influence enforcement effort.

### District of Columbia

In addition to a basic two week training course required of all enforcement officers transferring to the Metropolitan Police Harbor Branch and the normal annual qualifications required of enforcement officers, there are weekly training sessions scheduled on a year-around basis. This training programs cover such diverse topics as towing techniques, small boat handling, rules of the road, night maneuvering, familiarization with the (Potomac) river, marlinspike seamanship, or engine maintenance. With an influx of new officers into the branch, there has been an added emphasis on training, with officers sent to boating safety, accident investigation, and such other special schools as become available. The department also has a voluntary 40 hour special training program for those officers wishing to prepare for the Coast Guard captain licensing examination.

### Maine

Maine wardens receive approximately 40 hours of in-service training annually, with between 20 and 25 hours at the academy and the remainder in regional offices. In addition to normal enforcement qualification requirements, training sessions have included major sections on Operating Under the Influence detection and enforcement. Shorter sessions focused on such areas as stress management, public relations, photography, fingerprinting, and internal affairs. Officers are sent to the Coast Guard National Boating Safety School.

### Massachusetts

Plans for bringing enforcement officers to a central location for a week-long intensive training session are still in their infancy. At present, the agency has approximately 40 hours of in-service training annually, including normal officer qualification and requalification standards. Special emphasis this year was on Operating Under the Influence training, with classes of from 20 to 25 brought to a central location for 16 hours of field sobriety testing instruction, including horizontal gaze nystagmus. In addition, the agency has regular short blocks of training at regional meetings, to meet the needs of officers in the field. Long-term objective is to develop a cadre of instructors within the agency — to date, this has grown to include field sobriety, radar use, and firearms instructors.



## New Hampshire

The New Hampshire Marine Patrol normally schedules two major in-service training sessions a year at its headquarters, and bolsters these with a regular program of training sessions out of the regional offices to meet specific needs. Major training sessions include accident investigation and reconstruction, alcohol detection (including equipment certification), law and legislation updates. Officers are also sent to such specialized schools as the National Boating Safety School and accident investigation schools.

## New Jersey

In-service training for New Jersey Marine Law Enforcement Bureau officers averages five to six days a year. Major training emphasis continues on pollution law enforcement looking at all types of marine pollution. Other significant training sessions throughout the year will cover noise controls, alcohol detection (including equipment certification), supervisory skills, instructor training sessions, radar use and certification (these average between one and two days for each school), as well as updates on new laws and regulations.

## New York

New York's Bureau of Marine and Recreational Vehicles presents both basic and advanced watercraft law enforcement classes for a variety of state and local marine officers. These are programs, with the basic course beginning with rules of the road, lighting, search and seizure laws, navigation, boat handling, and boardings. The advanced program covers advanced boarding situations, handcuffing, moving offenders from one boat to another, and boating while intoxicated identification and enforcement. Basic boating skills classes are offered in cooperation with the U.S. Coast Guard Auxiliary.

## Pennsylvania

Enforcement officers with the Pennsylvania Fish Commission receive a minimum of 40 hours of structured in-service training annually, plus at least one day of training in regional meetings each quarter. In addition to normal enforcement officer qualification and requalification, major training areas include Boating Under the Influence detection and enforcement, hazardous materials handling, boat handling skills (the agency has its own instructor cadre), and boat accident investigation and reconstruction. Review of the rules of criminal procedure and updates of laws and regulations are regular items.

## Rhode Island

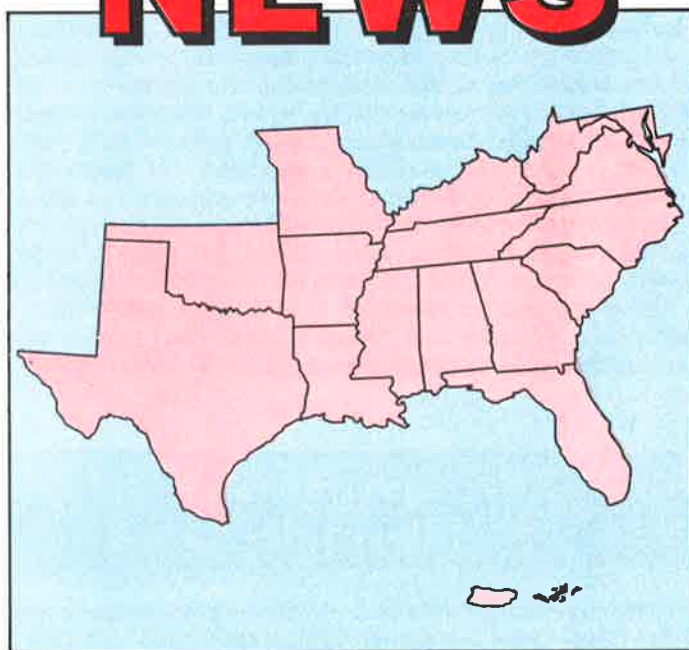
Division of Environmental Management enforcement officers

are exposed to some form of training one day a week: this may include first aid, CPR, boat handling, boarding procedures, or others areas affecting their performance in the field. This may include one-on-one training with other agencies or jurisdictions such as harbor masters. Normal enforcement qualifications, including Rhode Island's standards for two live-firing sessions a year, are included within the training program. Officers are sent to such specialized programs as the National Boating Safety School and the Accident Investigation and Reconstruction School.

## Vermont

By statute, each State Police Marine Division officer must have 30 hours of annual training, divided between CPR/first aid and regular police work requirements. In addition, officers are provided with a variety of special training, such as a Boating While Intoxicated detection course or a 6-hour man overboard drill and recovery (in cooperation with the Coast Guard as local jurisdictions.)

# SSBLAA NEWS



## Alabama

Annual in-service training for Marine Police enforcement



officers includes a 3- to 5-day session for all personnel, ranging from day-to-day operations to new tactics and techniques in law enforcement. The sessions were designed to evaluate problem areas, needs, and to discuss changes in laws and policies. Special training programs include courses in field sobriety tests, and accident investigation and reconstruction. A regular series of seminars, throughout the year, address topics of regional interest or need, as well as new statewide topics. Enforcement officers have live-firing exercises four times a year.

## Arkansas

With the realignment of boating law responsibilities within the Fish & Game Commission divisions, there will be increasing emphasis on a more formalized training regime. Present annual in-service training includes the normal enforcement officer qualification standards, alcohol detection and enforcement, boating accident investigation and reconstruction, and updates on new laws and policies. In addition, training is conducted at the regular monthly district meetings, ranging from new policies to CPR.

## Florida

The Florida Marine Patrol schedules from 40 to 80 hours of in-service training for each officer over a two year training cycle, from two to four times the state minimum requirement. Officers from the various detachments around the state are brought to headquarters for training sessions, which may cover accident investigation and reconstruction, report writing, interrogation, investigative skills, management or supervisory skills, radar training, tactical or defensive vehicle/vessel operation, or updates on new laws and regulations. These programs are designed to meet the operational needs of the field officers. These class come after 22 weeks of basic law enforcement training and another 520 hours of FMP specialized training. Officers are also sent to a variety of specialized training and instructor schools, as time and need permit.

## Florida

Training is a high-priority item with the Florida Game and Fresh Water Fish Commission. Typical specialized training, in addition to normal officer qualifications, would be the recent detachment-wide radar school for officers serving on the St. Johns River where a number of restricted speed limit areas have been established. Officers are trained in accident investigation and reconstruction, first responder (first aid and CPR),

tactics, and even such areas as stress reduction classes. Under the present plan, all officers will attend a U.S. Coast Guard Auxiliary boating safety course.

## Georgia

Game & Fish Division enforcement officers, in addition to normal qualification requirements for law enforcement personnel, are offered a wide variety of training to handle their various duties and roles. The agency currently emphasizes hazardous material training, allowing the first officer on the scene of an incident to recognize and protect him/herself from those materials. Officers are trained in emergency vehicle operation, primarily on land, and are sent to such schools as the National Boating Safety School and the Federal Law Enforcement Training Center. The agency is presently getting its officers involved in the accreditation for law enforcement agencies program.

## Kentucky

In addition to the normal law enforcement qualification standards, the officers of the Kentucky Water Patrol receive a wide variety of training to facilitate their role in the field. Officers received intensive training in field sobriety testing using horizontal gaze nystagmus and divided attention so as to facilitate administering on land or water. Additionally, the training on making felony traffic stops and use of force was made part of in-service training. This spring, the Water Patrol Special Response Team trained in simulated flood conditions in victim rescue and emergency boating handling. This training was conducted by discharging water from below the spillways on Barren and Nolin River lake.

## Louisiana

The Louisiana Dept. of Wildlife and Fisheries gives each of its enforcement officers a 100-question written test each year on duties, legislation and operational requirements, and from that evaluates its own training program. In addition to normal enforcement qualifications, the agency slates training in such defensive tactics as pressure point management, legislative updates, and alcohol detection equipment certification and recertification. Courses are also slated in field sobriety tests and horizontal gaze nystagmus, boat operations, defensive driving, accident investigation and reconstruction (as offered by Underwriters Laboratories or the Louisiana Marine Surveyors Guild), night vision equipment, and also sends officers to the National Boating Safety School of the Coast Guard. Training sessions are normally held at the Law Enforcement Division headquarters, utilizing the classrooms and dormitories. Graduates of the academy hold nine certificates denoting capabilities above and beyond the normal range of basic police training.



## Maryland

In-service training for Maryland Natural Resources Police is changed each year to meet the needs of the field officers. This year, all officers were certified in horizontal gaze nystagmus as part of enforcement efforts against intoxicated boaters. At other times, emphasis has been given to drug enforcement techniques. In addition, court decisions and new laws are discussed. Training through the monthly regional meetings for all field personnel receives a high priority, and may cover any topic from weapons maintenance to CPR. Usually, before the beginning of a season, there is a discussion of new laws affecting the season and region. Officers are also sent to a variety of specialized schools, from the Coast Guard's National Boating Safety School to accident investigation and reconstruction, armors, or shooting instructors courses, among others.

## Mississippi

Each Dept. of Wildlife Conservation officer is required to have a minimum of one week of in-service training every two years, in addition to normal enforcement officer qualification standards. Regular training includes intensive updates on laws and regulations, boating accident investigation, boarding techniques and policies, boat checks, defensive driving on water and land, boat theft and recovery (including hands-on experiences showing actual locations of hull identification numbers on a variety of boats), and certification as boating education instructors.

## North Carolina

Enforcement officers with the Wildlife Resources Commission receive in excess of 40 hours of in-service training a year, after 666 hours of recruit training. Training regularly covers updates on motorboat law, boat procedures, safety, defensive tactics, and an agency-developed law enforcement driving training program. Law enforcement classes include mechanics of arrest, boat laws, civil liabilities and search and seizure laws. Supervisory and management techniques classes are also provided, as well as updates on accident investigation and boating under the influence. Officers are sent to specialized schools such as the National Boating Safety School and accident investigation and reconstruction courses. This summer, all 200 officers were brought in for a physical assessment.

## Oklahoma

The Oklahoma Lake Patrol has embarked on an intensive in-service training program. Offering a cross-section of officers from across the state access to each of the classes, the Patrol has slated classes in field sobriety testing, firearms, search and seizure, drug identification and handling, basic and advanced

instructor development, interrogation, patrol tactics, probable cause, report writing, street survival for peace officers, felony and misdemeanor stops, courtroom testimony, and advanced and crime scene investigations. While officers will get certificates now for successful completion of each, there are plans to expand classes to receive college credit. These training sessions are in addition to the normal round of enforcement officer qualifications.

## Puerto Rico

Officers of the Ranger Corps receive from 32 to 48 hours of in-service training to meet a wide range of law enforcement activities. In addition to normal enforcement qualifications, officers receive training in alcohol intoxication detection and enforcement, preliminary boating accident investigation, report writing, search and seizure, updates on new laws and regulations, supervisory skills, search and rescue, and medical assistance. Rangers this year received 40 hours of training in special sea search and rescue techniques including helicopter insertion.

## South Carolina

Wildlife and Marine Resources enforcement officers are required to have 40 hours of in-service training every three years, in addition to a minimum of one 4-hour core course from the state criminal justice academy every year, an annual update on legal matters at the academy, and the normal enforcement qualifications. The core courses include such areas as patrol procedures, vehicle behavior, written communications, narcotics, fingerprint recognition, and domestic violence. The agency has an in-house program to qualify and requalify divers. Officers also attend such special schools as the National Boating Safety Course and the Underwriters Laboratories Accident Investigation and Reconstruction course. Up until 1989, training programs were established by department policy. That year a state law was passed the mandates formalized training in conjunction with the academy, with the academy keeping training records as part of the officer annual qualification process.

## Tennessee

Wildlife officers must receive a minimum of 40 hours of in-service training annually, including firearms training and other normal qualification standards. Training may include Boating Under the Influence enforcement and related field sobriety testing, accident investigation, or officer survival techniques. Officers are also sent to a variety of special schools, including the Coast Guard's National Boating Safety School, Underwriter Laboratory's Accident Investigation and Reconstruction course, and officer survival instructors' school. A regular pattern of training on the regional level concentrates attention on



local issues and needs, as well as being a forum for introducing statewide issues.

## Texas

Parks & Wildlife officers receive a minimum of 40 hours of in-service training. Classes this spring involved 507 officers, and in addition to normal officer qualifications included certifying all as boating safety instructors. As the summer progresses, approximately 200 officers will receive standard field sobriety training as part of the plan to have all officers so certified. Officers may also be sent to a variety of special schools, such as the National Boating Safety School and accident investigation and reconstruction courses.

## Virgin Islands

In-service training for Bureau of Environmental Enforcement officers begins with an update of new laws and regulations. While boating skills are taught within the department, most specialized training is done in cooperation with other agencies such as the Environmental Protection Agency or the Coast Guard. Typical courses include hazardous materials identification, oil spill response, and accident investigation. Officers are also sent to specialized schools, such as the UL Accident Investigation and Reconstruction course (five officers attended this last year).

## Virginia

Some 156 Virginia game wardens recently attended a five-day in-service training program at the Virginia Police Academy. Courses were conducted in CPR, oil spill response, alcohol detection meters, self-defence, drug interdiction, map and compass, survival, and environmental law enforcement. An eight-hour self defence course included disarming subjects, handcuffing, vehicle extraction, and effective communication. Procedures on gathering evidence of operation of a vessel, and how to analyze it, preserve it, interpretation and courtroom presentation was covered. The program also included sessions on the interdiction of criminal activity during 'routine vehicle stops' including search and seizure laws.

## West Virginia

In addition to normal enforcement qualifications, DNR enforcement officers must have a minimum of an additional 8 hours in-service training at the state police academy on law enforcement subjects. This is above the regular training offers

at the district level, which concentrates on the field needs of the officers. Training sessions include water rescue, whitewater recreational training, accident investigation and marine theft enforcement. Officers attend, in addition to in-service training, such specialized schools as the National Boating Safety School, the UL Accident Investigation and Reconstruction Course, and the marine theft investigation seminar sponsored by the National Association of Marine Investigators.

# NCIABLA NEWS



## Illinois

Conservation officers are offered a wide-ranging and comprehensive agenda as part of the annual in-service training program, in response to the variety of roles officers must fulfill in the field. In addition to the normal enforcement officer qualifications, the agency has developed one of the most extensive firearms qualifications program of any conservation agency. Officers have defensive tactics training quarterly. Training also covers such subjects as law and regulations updates, boat handling and related subjects, and Operating Under the Influence enforcement. Officers are also sent to such special schools as the National Boating Safety School and the Accident Investigation and Reconstruction program presented by Underwriters Laboratories



## Indiana

After a one-time experiment in reducing it to three days, the Indiana Dept. of Natural Resources plans to return to a full week of in-service training for all conservation officers. The program, in addition to normal enforcement qualifications, includes sessions on emergency vehicle operation, first responder (first aid and CPR), updates on new laws and regulations, and a variety of tactical and techniques classes such as search and seizure operations. Specialized classes throughout the year include sending supervisors to supervisory training programs at the university level, Operating Watercraft While Intoxicated task force operations, and accident investigation and reconstruction.

## Iowa

In-service training for Iowa DNR officers is a year-round program, beginning with an annual statewide meeting and developing into a program of district and area meetings. The statewide meeting generally has two days of training, ranging from legal updates to Operating Under the Influence enforcement. District meetings offer 8 to 16 hours of training, on a wide variety of subjects. Monthly area meetings will include 2 to 4 hours of training, from legal updates to schedule setting. Special training may include programs such as the recent efforts to improve recruit training by developing a five-day field officer training program. This involved all the supervisory staff as well as two officers per district. In addition to classroom programs on safety, maintenance and legal issues, conservation officers have five life-firing training sessions each year. Officers are also sent to a variety of specialized schools, including the National Boating Safety School and accident investigation and reconstruction courses.

## Kansas

All Dept. of Wildlife and Parks enforcement officers are required to have a minimum of 40 hours of in-service training on law enforcement topics, as well as 20 hours on issues relating to their agency. Present average is 64 hours annually. Training sessions cover a wide variety of topics, but typically would include Boating Under the Influence enforcement, domestic violence, professional development, stress management, sensitivity training, and techniques on working with different cultures. The agency is beginning a firearms training session involving boat operations. The agency is also operating a fleet of personal watercraft this year, and is training officers on safe and efficient operation. The agency also works with other jurisdictions, offering training in rescue and recovery operations.

## Michigan

DNR enforcement officer training, in addition to the normal

qualifications and requalifications, will vary from year to year reflecting the needs of the agency as well as trends in the field. One year it may focus on health issues, another on search and seizure, or alcohol detection. In addition, there are monthly district meetings which may include training on such topics as firearms, defensive tactics, or updates on laws or regulations. Officers are also sent to specialized schools such as the National Boating Safety School or accident investigation and reconstruction courses. The department also trains marine deputies involving such areas as livery operations.

## Minnesota

Minnesota DNR officers receive a minimum of 48 hours of in-service training every three years, a standard which is routinely far exceeded. In addition to normal qualifications, courses are offered each year in basic boating enforcement and Boating While Intoxicated enforcement. Specialized courses during the year include such topics as noise control, fast water rescue, or accident investigation and reconstruction. Officers are sent to such programs as the National Boating Safety School.

## Missouri

In addition to normal enforcement annual qualifications, Missouri Water Patrol officers receive annual in-service training in such topics as swimming, hazardous materials, Boating While Intoxicated enforcement, earthquake response, sensitivity training in deaths notification, physical checkups, and updates on laws and regulations. Specialized training includes developing instructors for the agency's physical fitness program as well as sending officers to specialized schools such as the FBI defensive tactics instructor school, photography school, and other enforcement and investigative programs. With a change in issue sidearms, the agency is also undergoing an extensive program of retraining. The agency's new criminal investigation unit is sending officers to such specialized training as hostage situation courses and marine theft investigation.

## Nebraska

This year, the Game and Parks Commission will bring its officers together for a basic boating law enforcement course, the first one the state has held. This will lead up to a similar but more sophisticated class now pegged for 1992. District offices until now have been primarily responsible for training, with an increased emphasis on Boating Under the Influence detection and enforcement as well as proper field procedures. At the end of the boating season in 1989, the Legislature passed a BUI law. Equipment and related items for proper enforcement was purchased but did not become available until the end of the 1990 season. Current training is to implement that law.



## North Dakota

Game & Fish enforcement officers go through a week-long in-service training program during the spring of each year, covering such topics as boating safety, personal watercraft, updates on laws and regulations, and creating a law enforcement deterrent. A regular schedule of district meetings also includes training programs, which includes the normal round of enforcement qualifications as well as topics of a statewide or regionwide focus. Officers are sent to specialized schools, such as the Coast Guard's National Boating Safety School, as well as accident investigation classes.

## Ohio

While Ohio only mandates 28 hours of annual in-service training for recertification and updates as well as 12 hours of on-the-water firearms training, on the average Division of Watercraft officers receive between 80 and 90 hours of in-service training annually. Very heavy emphasis is given to training, not only because of the new techniques and tactics developed, but also to lessen the liability of the agency. A high priority is put upon acquisition of verbal skills, both as a general enforcement tool and as part of the extensive firearms training program. Training, both in-house and as part of specialized schools, covers such diverse topics as stolen boat identification and recovery, titling, accident investigation and recovery, and boat tactics.

## Ontario

Ontario begins the training cycle with a 10-day basic boating law enforcement school for enforcement officers, for Ontario Provincial Police, local jurisdictions, and federal officers. This is followed by a season-long apprenticeship program, which leads into a wide variety of refresher courses. These cover new laws and regulations, procedures, boat handling skills (as officers qualify to handle larger craft) as well as certification in such areas as alcohol detection equipment.

## South Dakota

In addition to the regular round of qualifications required of enforcement officers, the Dept. of Game, Fish and Parks stages six training sessions a year through regional offices, covering the gamut from defensive tactics to updates on laws, regulations and policies. Specialized training includes emergency vehicle operations, with the agency now switching training to the 4x4 vehicles commonly used on duty from the sedans with automatic transmissions normally used in EVOC training sessions. A number of officers will come to headquarters this year, as part of a certification program for alcohol detection

and use of the newly-issued alcohol detection devices. Officers are sent to such specialized schools as the Coast Guard's National Boating Safety School, with 20 of the current 40 active field officers now graduates of the program. The agency cross-trains other jurisdictions, such as municipal police or fire departments, on water-related issues.

## Wisconsin

DNR enforcement officers receive 40 hours of in-service training annually at a week-long session at the state's police academy, plus another 40 hours or more through the district offices. In addition to normal qualifications, annual training includes updates on laws and regulations, accident investigation and reconstruction, tactics, arrest and defense, report writing, and legal updates. An area of special emphasis has been Operating Watercraft While Intoxicated enforcement, with all officers now certified in horizontal gaze nystagmus and other field sobriety tests.

# WSBAA NEWS



## Arizona

Arizona offers a pair of 40 hour complete boating officers



schools each year, one in the spring and one in the fall. These cover the full spectrum of techniques and tactics needed for marine officers, from proper use of sound meters to boat trailering and launching. The two similar courses are taught by departmental specialists or by graduates who are now boat officers. In addition, the department offers specialized training in stolen boat investigation, boating under the influence and horizontal gaze nystagmus, and an 80-hour watercraft survival and tactics program. The Wildlife Management Division will also offer portions of its watercraft tactics course to other agencies, tailored to their needs.

## California

California offers a 40 hour basic boating safety enforcement class to all jurisdictions with marine officers. This class provides the basics in such areas ranging from inspections to search and rescue. In addition to introducing officers to what is expected in marine law enforcement, the class also provides reference and resource material for further education. Its goal is to get the new officer correctly started on the path to becoming a complete marine enforcement officer. The California Dept. of Boating and Waterways also offers further training in basic boating skills (a heavily on the water program stressing boat handling, rescue, and survival techniques); seamanship and rescue boat handling; navigation and piloting; marine firefighting; Boating While Intoxicated enforcement; and boating accident investigation and reconstruction. Classes average 40 hours each. In addition, prospective instructors are sent to the National Safe Boating School at Yorktown, with the U.S. Coast Guard.

## Colorado

Colorado mandates 40 hours of annual in-service training for all full-time and permanent part-time enforcement officers, including normal enforcement qualifications as well as statutory and case law updates. In addition, there is a week-long school for boating officers: this may be on boating under the influence detection and enforcement (as it was in this year) or accident investigation and reconstruction as it was last year. A 16-hour boat school is also offered for seasonal employees as well as for officers transferring from a mountain to a boating region. Other classes may include radar training for speed control, decibel meter certification for noise controls, or similar training/certification programs.

## Hawaii

With the move of Hawaii's boating programs into the Dept. of Public Safety, there is a possibility of changes in the training program. Until now, officers are trained in the normal enforcement areas of firearms, first aid etc., and in addition are trained in boardings and inspections, helicopter insertion of divers, and

search and rescue. Officers may be sent to an island-based maritime academy to study for Coast Guard licensing

## Idaho

Idaho, through the Dept. of Parks and Recreation, offers a 40 hour basic boating officer class followed immediately by a 40 hour advanced class. The basic class is for the officer just entering marine law enforcement, and begins with a description of the duties of a marine deputy and ranges from Idaho law and regulations on through search and rescue and towing theory. The advanced class begins with a full day session on boater sobriety and goes on to cover boat accident investigation and reconstruction, stolen vessels, boat handling and maneuvering (including towing), and boardings. The last day involves a five-hour evaluation period on the water, followed by a written test.

## Montana

Montana, with a small cadre of officers in its Dept. of Fish, Wildlife and Parks, works in conjunction with other agencies such as the Montana Highway Patrol for most of its annual training. Boating accident investigation is a responsibility of county sheriffs, but the state has sent officers to advanced training at the UL accident investigation and reconstruction school to assist other jurisdictions when so requested. The state has quarterly training sessions for firearms.

## Nevada

Nevada, with a mandated 32 hours of in-service training for officers each year, frequently sends officers to a variety of schools as part of its program of developing in-state instructor capabilities. For example, the Dept. of Wildlife sent a number of its officers to the UL accident investigation and reconstruction course, and from that developed a POST-certified course on marine theft which it offered throughout the state. This ensured accurate retrieval and entry of stolen boat data so that all agencies within the state are better able to detect stolen boats. One officer was recently certified as a horizontal gaze nystagmus (a test for alcohol intoxication) instructor, and the state is now setting up a program for training others officers. Officers are also trained and certified on a number of alcohol detection devices, as part of a strong state enforcement effort against impaired boat operators.

## New Mexico

New Mexico has a three part, 96-hour State Park and Recre-



ation Division's Marine Enforcement Officer training program. The first block, in a classroom, provides an officer with a basic knowledge of the basics of boating safety and New Mexico boating laws. The second 32-hour block, in the field, covers the basics of trailering and boat operations, including such scenarios as traffic stops and boating law violation identification. The third block, on the water, perfects and enhances boat handling skills, from the legal as well as the operational perspective. For Marine Enforcement Officer Certification, the Park Division requires the officer to attend the National Boating Safety School sponsored by the Coast Guard as well as the Boating Accident Investigation and Reconstruction program.

## Oregon

Oregon has just completed its sixth basic marine law enforcement training program, involving 40 hours of classroom and on-the-water sessions. This is a practical course, aimed at the officer just entering marine law enforcement. It covers Oregon and federal laws and requirements, legal definitions (including operating a vessel while under the influence, reckless operation, and noise limits) as well as sessions on boat handling and maneuvering. The program is designed to expose new marine officers to the tactics and techniques needed. There is some consideration of expanding this into a two tiered program, with the first week as an introduction and for the seasonal employee and the second week of advanced training. In addition, the state offers a pair of 16 hour classes covering improved sobriety testing. The state also coordinates sending marine officers to such schools as the National Boating Safety School at Yorktown and the UL Accident Investigation and Reconstruction School.

## Utah

Utah requires that all enforcement officers have 40 hours of annual in-service training, including the normal gamut of police qualifications and training. Regional offices provide annual (and more frequently, if needed) updates on new laws and regulations. The state is developing a boating officers course, targeting a 3-day span. There is also a 40-hour boat instructors class, alcohol detection and enforcement classes, a sound level certification class (under development), and officers are sent to the UL Accident investigation and Reconstruction class.

## Washington

Washington mounts a 40-hour basic marine law enforcement class each year, and also offers a 20-hour boating accident investigation course. Municipal and county law enforcement agencies are the primary marine enforcement agencies within

the state. Other training programs are made available to marine officers in cooperation with other agencies: most recently, a 12-hour class on detection of Boating Under the Influence was presented in conjunction with the U.S. Coast Guard. State Parks and Recreation Commission is also the clearinghouse for sending marine officers to the National Boating Safety School and the UL Accident Investigation and Reconstruction class. Under the state's approved boating plan, local jurisdictions may use a portion of the boat registration fees for training as part of the boating function. This includes attendance at the national schools.

## Wyoming

Wyoming enforcement officers are required to have 40 hours of training every two years. Game & Fish Dept. officers are sent to a wide variety of schools, including firearms instructors, custody control, interrogation, and similar programs. When possible, these would be instructor schools, so the agency could build a cadre of instructors. In addition, each of the seven regional districts schedule training sessions in those areas of immediate regional significance. Schools include the National Boating Safety School held by the Coast Guard at Yorktown.

## Tommy the Tug carries Washington safety messages

Tommy the Tug, the original robot boating safety tug, is running full steam head in Washington with the Washington State Boating Safety Officers Association stretching to make four to six presentations a week in the state. Association members volunteer their time to bring the boating and water safety messages to schools and other public arenas.

The association first approached Robotics with the idea of the boat as a mobile education tool, and worked with the Utah company in putting the first one together. The first boat wasn't a cheap venture, and financial support came from Foss Launch & Tug Co. and the Northwest Marine Trades Association. As a way of thanking Foss for its contribution, the original boats were in the green and white livery of the tug company.

As requests for presentations mounted, a second tug was added to the Washington program, financed by the association and with funds from the Washington State Parks and Recreation Commission. Today, one of the tugs is based on the east side of the state and the other on the west side.

As the program has grown, the association added a cart to move the tug from a vehicle to the school or other area.

"The robot tug is a very effective spokesman," says Mark Kenny of the Washington boating program agency. "It has a very high impact on youngsters."



# A Job Well Done

## Nebraska officers brave floodwaters during rescue

Torrential storms swamped the panhandle of Nebraska on May 10, with more than 7 inches of rain falling in a single day. The White River erupted over its banks between Fort Robison State Park, one of the largest in the state, and the town of Crawford, ten miles downstream.

Emergency calls began to flow along the wires as the river swept over roads and into the heartland of the state.

At about midnight Officers Don Hunt and John Murphy, with the Law Enforcement Division of Nebraska Game and Parks, launched their small airboat in an effort to rescue those trapped in the blackness and rising water.

In one case, a pickup truck was swept from a roadway by the raging waters. Trapped by the storm, the turbulent waters and the darkness, the driver crawled through a window and precariously perched atop the cab — inches above the flowing water. As he shivered, a camping trailer came drifting down the swift waters, smashed into the truck, and catapulted the driver into the frigid river. He paddled his way to the floating camp trailer, and held onto it until it was swept into the trees.

Officers Hunt and Murphy carefully maneuvered their airboat into the tangled trees, and plucked the cold and battered

man from his perilous position.

A second pickup truck was pushed from a roadway and, as the river battered at it, was carried into utility poles festooned with live electrical lines. After failed attempts to get through to the local utility to switch off power to the lines, the officers carefully wended their way to the stranded truck and extricated the occupants.

Four times the pair went out that night, and before 7 a.m. had managed to save five people. They attempted but failed to rescue a sixth man, who had been swept from his perch on a bridge and was lost in the furious waters.

The hazards of the night were clear to others during the storm: at one point the pair of officers — both big men in a 12- to 14-foot airboat with limited freeboard — asked for a small-statured volunteer to go out as part of the rescue team. No one stepped forward.

One officer, who was also involved in rescue work, stated: "In my mind, at least three of those people would have died had it not been for (Hunt and Murphy).

The two Fish & Game officers are long-term veterans of the agency. Hunt has been an officer for in excess of 30 years.

### NASBLA Officers

President	Lt. Col. Joel M. Brown Georgia (404)656-3510
Vice President	Elizabeth Raymond Mississippi (601)364-2187
Secretary-Treasurer	Jim French Washington (206)586-2166
Members at Large	Col. David Scott Missouri (314)751-3333 Jeffrey N. Hoedt Idaho (208)334-2284

### South Carolina issues weekly news packet

It almost goes without saying that the flow of information concerning or important to boaters has increased from a trickle to a flood as waterborne recreation increases. South Carolina is attempting to direct that flow by putting together a weekly packet of news releases and information, and giving this to every radio and television station and newspaper in the state.

This is definitely a wide-ranging collection: it includes the gamut from a discussion of EPIRB use to changes in fish and game law, local notices to mariners, changes to boating laws, expositions, and information on boating classes.

According to South Carolina boating law administrator Dudley Overton, the news packet has been a very effective tool in alerting the public as to the availability of a broad range of boating education courses.



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*National Association of State Boating Law Administrators*

## Wallop-Breaux Trust Fund



11.5 cents per gallon is deposited in highway trust fund and 2.5 cents per gallon is deposited in general fund for deficit reduction.  
1.08 % of total deposited in highway trust fund is attributed to motor boat fuel.

**LAND & WATER  
CONSERVATION  
FUND  
\$1,000,000**



### 1988 COAST GUARD AUTHORIZATION ACT

1. Fishing Tackle 10%
2. Tackle Boxes 10%
3. Electric Trolling Motors 3%
4. Flash Type Fish Finders 3%

Consists of excise taxes attributable to motor boat fuels & fishing equipment, along with import duties on fishing equipment, yachts and pleasure boats and interest earned on funds, and excise taxes attributable to gasoline used in small engines.

#### SPORT FISH RESTORATION ACCOUNT: FY 1991

##### FROM FUEL TAX

**\$52.0 MILLION**

##### VARIOUS FISH TAXES & INTEREST

**\$141.6 MILLION**

**TOTAL: \$193.6 MILLION**

**10% OF THE TOTAL SHALL BE USED  
FOR BOAT ACCESS**

Note: In FY 1992 it is estimated that gasoline used in small engines will generate an additional \$41.0 million to the sport fish account. These funds will be used primarily for wet lands projects.

#### BOAT SAFETY ACCOUNT

##### STATE PROGRAM 1, 2, 3

FY89	\$30 MILLION
FY90	\$30 MILLION
FY91	\$35 MILLION
FY92	\$35 MILLION
FY93	\$35 MILLION

##### U.S. COAST GUARD 1

FY89	\$30 MILLION
FY90	\$30 MILLION
FY91	\$35 MILLION
FY92	\$35 MILLION
FY93	\$35 MILLION

1. Funds used to defray costs of services to recreational boater.
2. 1-2 % used to defray costs to C.G. of administering program.
3. Up to 5% authorized to be used by non-profit organizations through C.G. grants.