

**HB**

**108**

4/7

**CS FOR HOUSE BILL NO. 108( )**

**IN THE LEGISLATURE OF THE STATE OF ALASKA**

**TWENTY-FIRST LEGISLATURE - FIRST SESSION**

**BY**

**Offered:**

**Referred:**

**Sponsor(s): REPRESENTATIVES HUDSON, Halcro, Phillips, Kerttula**

**A BILL**

**FOR AN ACT ENTITLED**

1 "An Act relating to the use, operation, and regulation of boats; establishing a  
2 uniform state waterway marking system; and providing for an effective date."

3 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

4 \* **Section 1. INTENT.** It is the intent of the legislature that at least 75 percent of any  
5 federal funds generated as a result of this Act be used to fund a statewide boating safety and  
6 education program, and that the state program operate in conjunction with the United States  
7 Coast Guard Auxiliary boating safety program and other marine education organizations.

8 \* **Sec. 2.** AS 05.25.010 is repealed and reenacted to read:

9 **Sec. 05.25.010. Safety requirements.** (a) Except as otherwise provided by  
10 law, a boat placed on the water of the state

11 (1) must be equipped with and use the sound producing devices and  
12 visual distress signals of the same number, type, and specifications as required by the  
13 United States Coast Guard;

14 (2) that is equipped with a gasoline engine for electrical generation,

1 mechanical power, or mechanical propulsion must also be equipped with the  
2 ventilation systems and backfire flame control devices of the same type and  
3 specifications as required by the United States Coast Guard; and

4 (3) that is equipped with an engine for electrical generation, mechanical  
5 power, or mechanical propulsion must also be equipped with the fire extinguishers of  
6 the same number, type, and specifications as required by the United States Coast  
7 Guard.

8 (b) The provisions of (a) of this section apply regardless of whether the boat  
9 is placed or operated on water of the state subject to federal jurisdiction.

10 (c) During the period of time extending from sunset to sunrise and during  
11 periods of restricted visibility, a boat placed on water of the state must display lights  
12 of the same number, type, and specifications as required by the United States Coast  
13 Guard under 33 U.S.C. 1602 and 33 U.S.C. 2002.

14 (d) A boat on water of the state must carry one United States Coast Guard  
15 approved Type I, Type II, or Type III personal flotation device in serviceable condition  
16 for each person on board the boat. A Type V personal flotation device may be carried  
17 in lieu of a personal flotation device required in this subsection if the Type V personal  
18 flotation device is in serviceable condition and

19 (1) if the approval label on the Type V personal flotation device  
20 indicates that the device is approved for the activity in which the boat is being used,  
21 or that the device is approved as a substitute for a personal flotation device of the type  
22 required on the boat; and

23 (2) for a device that contains a reference to an owner's manual, if the  
24 Type V personal flotation device is used in accordance with the requirements in the  
25 owner's manual.

26 (e) In addition to the requirements in (d) of this section, a boat that is 16 feet  
27 or longer, other than a kayak or canoe, must carry one Type IV personal flotation  
28 device that can be thrown and that is approved by the United States Coast Guard.

29 (f) A person may not use a flashing or revolving red or blue emergency light  
30 on a boat unless the boat is operated by a peace officer or emergency professional in  
31 the performance of official duties.

1 (g) The operator of a boat on water of the state may not transport a person  
2 under 13 years of age on the deck of a boat or in an open boat unless the person is  
3 wearing a United States Coast Guard approved Type I, Type II, or Type III personal  
4 flotation device. A Type V personal flotation device may be worn in lieu of a  
5 personal flotation device required in this subsection if the Type V personal flotation  
6 device is in serviceable condition and

7 (1) if the approval label on the Type V personal flotation device  
8 indicates that the device is approved for the activity in which the boat is being used,  
9 or that the device is approved as a substitute for a personal flotation device of the type  
10 required on the boat; and

11 (2) for a device that contains a reference to an owner's manual, if the  
12 Type V personal flotation device is used in accordance with the requirements in the  
13 owner's manual.

14 (h) The department may require, by regulation, that a boat or class of boats  
15 carry additional equipment that is necessary for the safety of persons and property.

16 \* Sec. 3. AS 05.25.020 is amended to read:

17 **Sec. 05.25.020. Use of boat with water [WATER] skis and surfboards. (a)**

18 A person may not operate a boat [WATERCRAFT] on water [THE INLAND  
19 WATERS] of the [THIS] state for towing a person on water skis, [OR] a surfboard,  
20 or a similar device [DEVICES] unless

21 (1) the boat [WATERCRAFT] is equipped with a rearview mirror in  
22 which the person being towed can be viewed; [,] or

23 (2) there is, in the boat, [WATERCRAFT] a person of 12 years of age  
24 or older in addition to the operator [,] in a position to observe the progress of the  
25 person being towed.

26 (b) A person may not operate a boat [WATERCRAFT] on [THE] water of the  
27 state to tow a person under 13 years of age on water skis, a surfboard, or a similar  
28 device unless the person being towed is wearing a United States Coast Guard approved

29 (1) Type I, Type II, or Type III personal flotation device; or

30 (2) Type V personal flotation device if the Type V personal  
31 flotation device is in serviceable condition and

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31

(A) if the approval label on the Type V personal flotation device indicates that the device is approved for the activity;

(B) for a device that contains a reference to an owner's manual, if the Type V personal flotation device is used in accordance with the requirements in the owner's manual [. IN THIS SUBSECTION, "PERSONAL FLOTATION DEVICE" DOES NOT INCLUDE A LIFE BELT OR LIFE RING].

\* Sec. 4. AS 05.25.030 is repealed and reenacted to read:

**Sec. 05.25.030. Boat collisions, accidents, and casualties.** (a) The operator of a boat involved in a collision, accident, or casualty shall

(1) render assistance as is practicable and necessary to save other persons from danger or to minimize the danger to other persons to the extent that the operator can do so without serious danger to the operator's boat, crew, and passengers; and

(2) give the operator's name, address, and identification number of the operator's boat in writing to each person injured in the collision, accident, or casualty and to the owner of property damaged in the collision, accident, or casualty.

(b) For the purpose of gathering boating accident statistics, the operator of a boat involved in a collision, accident, or casualty that results in death or injury to a person, or damage to property in excess of \$500 for each incident, shall file a report with the department on or before the 20th day after the incident. The department shall prepare a form for the report and make the form available to other agencies and to the public.

(c) In response to a request from an authorized official or agency of the United States, a law enforcement agency, or in compliance with United States Coast Guard regulations, the department shall provide statistical information compiled or otherwise available to the department from the reports required under (b) of this section.

\* Sec. 5. AS 05.25.040 is amended to read:

**Sec. 05.25.040. Owner's civil liability.** The owner of a boat [WATERCRAFT] is liable for injury or damage caused by the negligent operation of the owner's boat [WATERCRAFT] whether the negligence consists of a violation of

1 a state statute [,] or the failure [NEGLECTING] to exercise [OBSERVE] ordinary  
2 care in the operation of the boat [WATERCRAFT] as the rules of the common law  
3 require. The owner is not liable, however, unless the boat [WATERCRAFT] is used  
4 with the owner's express or implied consent. It is presumed that the boat  
5 [WATERCRAFT] is being operated with the knowledge and consent of the owner [,]  
6 if, at the time of the injury or damage, it is under the control of the owner's spouse,  
7 father, mother, brother, sister, son, daughter, or other member of the owner's immediate  
8 family. This chapter does not relieve any other person from a liability that the person  
9 would otherwise incur [,] and does not authorize or permit recovery in excess of injury  
10 or damage actually incurred.

11 \* Sec. 6. AS 05.25.050 is amended to read:

12 **Sec. 05.25.050. Declaration of policy.** It is the policy of the [THIS] state to  
13 promote safety for persons and property in and connected with the use, operation, and  
14 equipment of boats on water of the state [VESSELS IN RECREATIONAL  
15 PURSUITS IN INLAND WATERS] and to promote uniformity of laws relating to  
16 boat safety [THERE TO].

17 \* Sec. 7. AS 05.25 is amended by adding new sections to read:

18 **Sec. 05.25.052. Uniform state waterway marking system.** The department  
19 shall develop and adopt regulations establishing a uniform state waterway marking  
20 system for the placement of regulatory markers. The regulations must be compatible  
21 with the system of aids to navigation prescribed by the United States Coast Guard.

22 **Sec. 05.25.053. Boating safety program.** (a) The department shall administer  
23 a statewide boating safety program. The program must, to the extent consistent with  
24 state law,

25 (1) secure the full benefits available to the state under 46 U.S.C. 13101  
26 - 13110 (Federal Boat Safety Act of 1971); and

27 (2) take additional actions necessary to gain initial and ongoing federal  
28 acceptance of the boating safety program and to qualify and apply for federal money  
29 under 46 U.S.C. 13102.

30 (b) The department shall cooperate with local, state, and federal agencies,  
31 private and public organizations, and individuals to provide for

- 1 (1) education on boating safety;
- 2 (2) a boat registration and numbering system through the Department
- 3 of Administration;
- 4 (3) a boating collisions, accidents, and casualties reporting system;
- 5 (4) boating access;
- 6 (5) boating safety patrol and law enforcement activity;
- 7 (6) a uniform state waterway marking system; and
- 8 (7) a boating safety advisory council as described in AS 05.25.057.

9 **Sec. 05.25.055. Registration and numbering of boats.** (a) An  
10 undocumented boat placed on water of the state must be registered and numbered as  
11 required by this chapter. The Department of Administration shall adopt by regulation  
12 a boat registration and numbering system that is consistent with the national standard  
13 for state numbering systems established by the United States Coast Guard.

14 (b) In adopting a boat registration system under (a) of this section, the  
15 Department of Administration shall authorize agents, including boat dealers, to register  
16 boats.

17 (c) A boat dealer shall require a purchaser of a new or used boat sold at retail  
18 to complete a registration application and pay the registration fee before the boat  
19 leaves the dealer's premises unless the boat is exempt from registration and numbering  
20 under this chapter or regulations adopted under this chapter.

21 (d) A person may not operate a boat on water of the state unless a valid  
22 certificate of number has been awarded by the Department of Administration to the  
23 boat and the identification number and any required validation decals are properly  
24 displayed on the boat.

25 (e) The Department of Administration shall authorize agents to accept an  
26 application and registration fee for registration, to issue a registration, and to forward  
27 the application and registration fee to the Department of Administration.

28 (f) Unless otherwise provided by this chapter, or unless the owner has been  
29 awarded a current, valid Alaska certificate of number from the United States Coast  
30 Guard, the owner of a boat for which a current certificate of number has been awarded  
31 under federal law or a federally approved numbering system of another state shall

1 apply for a certificate of number in this state as required by this chapter if the boat is  
2 operated on water of the state for more than 90 consecutive days. If a boat has an  
3 existing number, the owner may request that the department issue the same number for  
4 purposes of this section, and the department shall comply with the request unless  
5 compliance would result in a duplication of numbers.

6 (g) A certificate of number issued under this chapter is valid for three years  
7 unless terminated or discontinued earlier as required by this chapter and regulations  
8 adopted under this chapter. The certificate expires on the last day of the month at the  
9 end of the three-year period. The expiration date shall be indicated on the certificate.

10 (h) All records of ownership of boats that are kept by the Department of  
11 Administration under this section are public records. The Department of  
12 Administration shall provide records of ownership to the Department of Natural  
13 Resources for the purposes of meeting the federal requirements for state programs and  
14 implementing this chapter.

15 (i) The following boats are exempt from the numbering and registration  
16 provisions of this section:

17 (1) a boat that is operated in this state for a period not exceeding 90  
18 consecutive days and that has a current, valid certificate of number issued by another  
19 state having a federally approved numbering system;

20 (2) a foreign boat operated in water of the state for a period not  
21 exceeding 90 consecutive days;

22 (3) a boat owned by the United States or an entity or political  
23 subdivision of the United States, or a boat owned by a state or an entity or political  
24 subdivision of a state;

25 (4) a boat that is not equipped with mechanical propulsion, that is  
26 exclusively paddled, poled, rowed, or powered by wind, and that is under 10 feet in  
27 length;

28 (5) a boat with a valid document to operate the boat that is issued by  
29 the United States or a foreign government.

30 **Sec. 05.25.057. Alaska Boating Safety Council established.** (a) The Alaska  
31 Boating Safety Council is established in the department.

1 (b) The council consists of seven members appointed by the governor. The  
2 governor shall appoint each member on the basis of interest in public affairs,  
3 knowledge of boating issues as they relate to both safety and water of the state, and  
4 good judgment and ability concerning boating safety. At least four members of the  
5 council shall represent powerboat interests. The appointed members shall be residents  
6 of the state and shall be appointed without regard to political affiliation or geographical  
7 location of residence. The commissioner is not a member of the council, but shall be  
8 ex officio secretary.

9 (c) Members of the council receive no compensation for services on the  
10 council, but are entitled to per diem and travel expenses authorized for boards under  
11 AS 39.20.180.

12 (d) In this section, "council" means the Alaska Boating Safety Council.

13 \* Sec. 8. AS 05.25.060 is repealed and reenacted to read:

14 Sec. 05.25.060. **Prohibited operation.** A person may not operate a boat on  
15 water of the state

16 (1) for a recreational purpose or another purpose, or tow water skis, a  
17 surfboard, or a similar device, in a reckless or negligent manner so as to endanger the  
18 life or property of another person;

19 (2) that is not equipped as required under this chapter and regulations  
20 adopted under this chapter; or

21 (3) in a manner that is inconsistent with a regulatory marker authorized  
22 under regulations adopted by the department under this chapter.

23 \* Sec. 9. AS 05.25.070 is amended to read:

24 Sec. 05.25.070. **Exemptions.** Boats [WATERCRAFT] and persons operating  
25 boats [WATERCRAFT] are exempt from this chapter [, EXCEPT AS 05.25.060(b),]  
26 when participating in the area set aside for a public regatta, race, marine parade,  
27 tournament, or exhibition on inland water; for purposes of this section, "inland  
28 water" means water of the state that is not offshore water [WATERS].

29 \* Sec. 10. AS 05.25.080 is repealed and reenacted to read:

30 Sec. 05.25.080. **Enforcement.** A peace officer may enforce this chapter and  
31 regulations adopted under this chapter and in the exercise of enforcement may stop and

1 board a boat subject to this chapter. A peace officer may issue a citation as provided  
2 in AS 12.25.180 to a person who violates a provision of this chapter.

3 \* Sec. 11. AS 05.25.090 is repealed and reenacted to read:

4 Sec. 05.25.090. Penalties. (a) Except as provided in (b) of this section, a  
5 person who violates a provision of this chapter or regulations adopted under this  
6 chapter is guilty of a class A misdemeanor. *- safety* *- was 20* *- provisions*

7 (b) A person who violates AS 05.25.010, 05.25.020, 05.25.060(2) or (3), or a  
8 regulation adopted under this chapter relating to AS 05.25.010 or 05.25.020 is guilty  
9 of a violation as defined in AS 11.81.900 and may be fined up to \$500. The supreme  
10 court shall establish by order or rule a schedule of bail amounts for violations under  
11 this subsection that allow the disposition of a citation without a court appearance.

12 \* Sec. 12. AS 05.25 is amended by adding a new section to read:

13 Sec. 05.25.095. Regulations. (a) Except as provided in (c) - (e) of this  
14 section, the department may adopt regulations to implement this chapter, including  
15 regulations regarding

16 (1) boat and associated safety equipment requirements, including  
17 additional equipment as described in AS 05.25.010;

18 (2) uniform waterway markers;

19 (3) boat operation and safety requirements; and

20 (4) requirements for certification of programs on boating safety  
21 education.

22 (b) In consultation with the department, the Department of Administration may  
23 adopt regulations to implement this chapter with respect to the numbering, marking,  
24 and titling of undocumented boats.

25 (c) Regulations adopted under this chapter may not be less stringent than  
26 applicable minimum requirements of regulations governing recreational boat safety of  
27 the United States Coast Guard.

28 (d) The department may not adopt a regulation under this section regarding  
29 boating safety if, before or during the period for public comment on the proposed  
30 regulation provided by AS 44.62.190, the Alaska Boating Safety Council provides the  
31 department with a written objection regarding the regulation, unless the department

1 modifies the proposed regulation to satisfy the objection. The prohibition of this  
2 subsection does not apply if modification of the proposed regulation to satisfy the  
3 council's objection would result in

4 (1) failure to meet a federal stringency requirement described under (c)  
5 of this section; or

6 (2) a regulation that is not consistent with another provision of law.

7 (e) Nothing in this section authorizes the department to prohibit a use of or  
8 access to the water of the state by a person or user group.

9 \* **Sec. 13.** AS 05.25 is amended by adding a new section to read:

10 **Sec. 05.25.096. Fees.** (a) The Department of Administration shall assess the  
11 following fees:

12 (1) motorized boat registration, registration renewal, and transfer of  
13 registration, \$24 for a three-year period;

14 (2) nonmotorized boat registration, registration renewal, and transfer of  
15 registration, \$10 for a three-year period;

16 (3) replacement of lost registration, \$5;

17 (4) replacement of lost registration validation decals, \$5.

18 (b) The Department of Administration shall separately account for fees  
19 collected under (a) of this section for boat registration that are deposited in the general  
20 fund. The annual estimated balance in that account may be used by the legislature to  
21 make appropriations to the department and the Department of Administration to carry  
22 out the purposes of this chapter.

23 \* **Sec. 14.** AS 05.25.100 is repealed and reenacted to read:

24 **Sec. 05.25.100. Definitions.** In this chapter, unless the context requires  
25 otherwise,

26 (1) "aids to navigation" means buoys, beacons, or other fixed objects  
27 in the water that are used to mark obstructions to navigation or to direct navigation  
28 through safe channels;

29 (2) "boat" means watercraft used or capable of being used as a means  
30 of transportation on water, except for

31 (A) a ship's lifeboat;

- 1 (B) a seaplane;
- 2 (C) an inspected passenger vessel; and
- 3 (D) a single air mattress, single inner tube, or other water toy;
- 4 (3) "boat dealer" means a person engaged wholly or in part in the
- 5 business of selling or offering for sale, buying or taking in trade for the purpose of
- 6 resale, or exchanging, displaying, demonstrating, or offering for sale three or more
- 7 boats within 12 consecutive months and who receives or expects to receive money,
- 8 profit, or any other thing of value;
- 9 (4) "certificate of number" means the document bearing the
- 10 identification number issued to a boat by the Department of Administration under this
- 11 chapter, by a federal agency, or by the state of principal use under a federally
- 12 approved numbering system;
- 13 (5) "commissioner" means the commissioner of natural resources;
- 14 (6) "department" means the Department of Natural Resources;
- 15 (7) "operate" means to navigate or to be in actual physical control of
- 16 a boat used or capable of being used as a means of transportation on water of the state;
- 17 (8) "owner" means a person who has a property interest other than a
- 18 security interest in a boat and the right of use or possession of the boat; "owner" does
- 19 not include a lessee unless the lease is intended as security;
- 20 (9) "ownership" means a property interest other than a security interest;
- 21 (10) "passenger" means a person on board a boat who is not the master,
- 22 operator, crew member, or other person engaged in a capacity in the business of the
- 23 boat;
- 24 (11) "regulatory marker" means an anchored or fixed marker in or on
- 25 the water, or sign on the shore or on a bridge over the water, other than aids to
- 26 navigation; "regulatory marker" includes swimming markers, bathing markers, speed
- 27 zone markers, identification markers, danger zone markers, boat keep out areas, special
- 28 anchorage areas, and mooring buoys;
- 29 (12) "serviceable condition" as applied to personal flotation devices
- 30 means
- 31 (A) metal or plastic hardware is not broken, deformed, or

1 weakened by corrosion;

2 (B) webbings or straps are not ripped, torn, or separated from  
3 an attachment point;

4 (C) there are no rotted or deteriorated structural components that  
5 fail when tugged;

6 (D) there are no rips, tears, or open seams in fabric or coatings  
7 that are large enough to allow the loss of buoyant material;

8 (E) buoyant material has not become hardened, nonresilient,  
9 permanently compressed, waterlogged, or oil-soaked, and does not show  
10 evidence of fungus or mildew;

11 (F) there is no loss of buoyant material or evidence of buoyant  
12 material that is not securely held in position;

13 (G) there is a properly armed inflation mechanism, complete  
14 with a full inflation medium cartridge and all status indicators showing that the  
15 inflation mechanism is properly armed, unless the PFD is worn inflated;

16 (H) inflatable chambers are all capable of holding air;

17 (I) oral inflation tubes are not blocked, detached, or broken;

18 (J) the manual inflation lanyard or lever is not inaccessible,  
19 broken, or missing;

20 (K) inflator status indicators are not broken or otherwise non-  
21 functional;

22 (13) "undocumented boat" means a boat that does not possess a valid  
23 certificate of documentation issued by the United States Coast Guard under 46 U.S.C.  
24 12101 - 12123;

25 (14) "validation decal" means a decal that has the state of registration  
26 and registration expiration year clearly marked;

27 (15) "water of the state" has the meaning given in the term "navigable  
28 water" in AS 38.05.965; "water of the state" also includes the marginal sea adjacent  
29 to the state and the high seas within the territorial limits of the state, irrespective of  
30 the ownership of the land underlying those waters.

31 \* Sec. 15. AS 09.25.120(a) is amended by adding a new paragraph to read:

1 (9) reports submitted under AS 05.25.030 concerning certain collisions,  
2 accidents, or other casualties involving boats.

3 \* Sec. 16. AS 12.25.190(c) is amended to read:

4 (c) The person cited for the crime shall give a written promise to appear in  
5 court by signing at least one copy of the written citation prepared by the peace officer,  
6 and the officer shall deliver a copy of the citation to the person. The written promise  
7 requirement of this subsection does not apply to boating citations for which a bail  
8 schedule has been established under AS 05.25.090(b), motor vehicle and traffic  
9 citations for which a bail or fine schedule has been established under AS 28.05.151,  
10 fish and game citations for which a bail schedule has been established under  
11 AS 16.05.165, citations issued under AS 04.21.065, citations issued under  
12 AS 18.35.341, citations issued in state park and recreational facilities under  
13 AS 41.21.960, or littering citations issued under AS 46.06.080.

14 \* Sec. 17. TRANSITION: REGULATIONS. The Department of Natural Resources and  
15 Department of Administration may immediately proceed to adopt regulations to implement  
16 their respective provisions of this Act. The regulations take effect under AS 44.62  
17 (Administrative Procedure Act), but not before the effective date of secs. 1 - 16 of this Act.

18 \* Sec. 18. Section 17 of this Act takes effect immediately under AS 01.10.070(c).

March 30, 1999

ALASKA BOATING ASSOCIATION TESTIMONY  
CSHB108, ALASKA BOATING SAFETY ACT  
HOUSE TRANSPORTATION COMMITTEE  
CLIFF JUDKINS, PRESIDENT

*Melinda*  
*[Signature]*

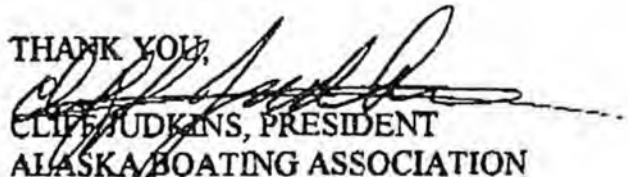
REPRESENTATIVE MASEK, REPRESENTATIVE HUDSON-MEMBERS OF THE HOUSE TRANSPORTATION COMMITTEE-- MY NAME IS CLIFF JUDKINS-- I AM SPEAKING TODAY AS A THIRTY SIX YEAR BOATING RESIDENT OF THE STATE OF ALASKA AND AS THE PRESIDENT OF THE ALASKA BOATING ASSOCIATION--THANK YOU FOR THE OPPORTUNITY TO COMMENT ON THE COMMITTEE SUBSTITUTE FOR HB 108. LAST FALL THE ALASKA BOATING ASSOCIATION WAS APPROACHED BY DEPARTMENT OF NATURAL RESOURCES STAFF AND ASKED TO ENDORSE THE DEVELOPMENT OF AN ALASKA BOATING SAFETY ACT WITHIN THE DNR. FOLLOWING MUCH DISCUSSION, --- THE BOATING ASSOCIATION BOARD OF DIRECTORS, ADOPTED A RESOLUTION SUPPORTING THE DEVELOPMENT OF LEGISLATION ESTABLISHING A RECREATIONAL BOATING SAFETY ACT FOR THE STATE OF ALASKA.

AS MANY LEGISLATORS ARE AWARE, MOTORIZED RECREATIONERS, INCLUDING BOATERS HAVE NOT FARED WELL IN PAST DEALINGS WITH THE DEPARTMENT OF NATURAL RESOURCES. WE ENTERED INTO DISCUSSIONS WITH DNR CAUTIOUSLY AND WITH CONSIDERABLE APPREHENSION-- CONCERNED THAT DNR WOULD DESIGN THE ACT TO FURTHER ITS NON-MOTORIZED AGENDA OR TO ACQUIRE MORE MONIES TO USE AGAINST US. IN THAT SUSPICIOUS LIGHT I HAVE REVIEWED AND COMMENTED ON HB 108 AS THE WORKING DRAFT WAS DEVELOPED. WITH THE ABLE AND PATIENT ASSISTANCE OF YOUR STAFFS --AND

COOPERATION FROM THE DNR- CHANGES HAVE BEEN MADE THAT SATISFY OUR CONCERNS. AS NOW WORDED 75% OF FEDERAL FUNDS GENERATED AS A RESULT OF THE ACT MUST BE USED FOR A STATEWIDE BOATING SAFETY AND EDUCATION PROGRAM. -- NON-MOTORIZED CRAFT MUST BE REGISTERED AND PAY THEIR FAIR SHARE. THE BOATING SAFETY COUNCIL IS WEIGHED IN FAVOR OF POWER BOAT INTERESTS AND HAS THE POWER TO OVERRIDE DNR BOATING SAFETY REGS. THE BILL, SPECIFICALLY, EXCLUDES THE AUTHORITY TO PROHIBIT A USE OF OR ACCESS TO WATERS OF THE STATE BY A PERSON OR USER GROUP. MANY OF THE OLD WARRIERS IN MY ASSOCIATION STILL HAVE SERIOUS RESERVATIONS CONCERNING ANY PROGRAM ADMINISTERED BY THE DEPARTMENT OF NATURAL RESOURCES. HOWEVER THE ALASKA BOATING ASSOCIATION AS A WHOLE AND BY BOARD ENDORESMENT SUPPORTS THE LEGISLATION AS AMENDED AND WE URGE YOU TO VOTE IN FAVOR OF IT. THE MONIES TO SUPPORT THIS PROGRAM ARE PRESENTLY BEING SPENT BY ALASKANS IN ALASKA AS REGISTRATION FEES AND BOAT FUEL TAX. THESE FUNDS GO TO THE FEDERAL GOVERNMENT TO BE DISTRIBUTED TO OTHER STATES TO FUND THEIR BOATING SAFETY PROGRAMS.--ADOPTION OF THIS LEGISLATION WILL BRING THESE MONIES HOME. REGISTRATION FEES AND FUEL TAX ARE ESTIMATED TO GENERATE IN EXCESS OF ONE MILLION DOLLARS PER YEAR. I AM SURE THAT YOU HAVE ALL HEARD THAT THERE WERE 38 RECREATIONAL BOATING DROWNING INCIDENTS IN ALASKA IN 1998, 10 TIMES THE NATIONAL AVERAGE PER REGISTERED BOAT --IF ONLY HALF OUR BOATS ARE REGISTERED WE ARE STILL FIVE TIMES THE NATIONAL AVERAGE. OF THESE THIRTY EIGHT VICTIMS ELEVEN WERE FOUND WITHOUT LIFE JACKETS--EIGHTEEN WERE NOT

FOUND PROBABLY BECAUSE THEY WERE NOT WEARING LIFE JACKETS. ALCOHOL WAS FOUND TO BE INVOLVED IN TWENTY OF THE DROWNINGS, TEN INVOLVED NON-MOTORIZED CRAFT NINE OF THESE WERE CANOES -- THE REST ENVOLVED SMALL BOATS AND OPEN SKIFFS. THESE STATISTICS ARE FOUND IN COAST GUARD RECORDS. IF WE DID NOTHING MORE THAN CONVINCING CONOERS AND FAMILIES GOING HOME WITH THEIR GROCERIES TO PUT ON LIFE JACKETS WE COULD SAVE LIVES. AGAIN THE ALASKA BOATING ASSOCIATION IS HAPPY TO SUPPORT THE PASSAGE OF CSHB108 AND SAFE BOATING FOR ALL ALASKANS.

THANK YOU,

  
CLIVE JUDKINS, PRESIDENT  
ALASKA BOATING ASSOCIATION

4/8

CS FOR HOUSE BILL NO. 108( )  
IN THE LEGISLATURE OF THE STATE OF ALASKA  
TWENTY-FIRST LEGISLATURE - FIRST SESSION

BY

Offered:  
Referred:

Sponsor(s): REPRESENTATIVES HUDSON, Halcro, Phillips, Kerttula

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to the use, operation, and regulation of boats; establishing a  
2 uniform state waterway marking system; and providing for an effective date."

3 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

4 \* Section 1. INTENT. It is the intent of the legislature that at least 75 percent of any  
5 federal funds generated as a result of this Act be used to fund a statewide boating safety and  
6 education program, and that the state program operate in conjunction with the United States  
7 Coast Guard Auxiliary boating safety program and other marine education organizations.

8 \* Sec. 2. AS 05.25.010 is repealed and reenacted to read:

9 Sec. 05.25.010. Safety requirements. (a) Except as otherwise provided by  
10 law, a boat placed on the water of the state

11 (1) must be equipped with and use the sound producing devices and  
12 visual distress signals of the same number, type, and specifications as required by the  
13 United States Coast Guard;

14 (2) that is equipped with a gasoline engine for electrical generation,

1 mechanical power, or mechanical propulsion must also be equipped with the  
2 ventilation systems and backfire flame control devices of the same type and  
3 specifications as required by the United States Coast Guard; and

4 (3) that is equipped with an engine for electrical generation, mechanical  
5 power, or mechanical propulsion must also be equipped with the fire extinguishers of  
6 the same number, type, and specifications as required by the United States Coast  
7 Guard.

8 (b) The provisions of (a) of this section apply regardless of whether the boat  
9 is placed or operated on water of the state subject to federal jurisdiction.

10 (c) During the period of time extending from sunset to sunrise and during  
11 periods of restricted visibility, a boat placed on water of the state must display lights  
12 of the same number, type, and specifications as required by the United States Coast  
13 Guard under 33 U.S.C. 1602 and 33 U.S.C. 2002.

14 (d) A boat on water of the state must carry one United States Coast Guard  
15 approved Type I, Type II, or Type III personal flotation device in serviceable condition  
16 for each person on board the boat. A Type V personal flotation device may be carried  
17 in lieu of a personal flotation device required in this subsection if the Type V personal  
18 flotation device is in serviceable condition and

19 (1) if the approval label on the Type V personal flotation device  
20 indicates that the device is approved for the activity in which the boat is being used,  
21 or that the device is approved as a substitute for a personal flotation device of the type  
22 required on the boat; and

23 (2) for a device that contains a reference to an owner's manual, if the  
24 Type V personal flotation device is used in accordance with the requirements in the  
25 owner's manual.

26 (e) In addition to the requirements in (d) of this section, a boat that is 16 feet  
27 or longer, other than a kayak or canoe, must carry one Type IV personal flotation  
28 device that can be thrown and that is approved by the United States Coast Guard.

29 (f) A person may not use a flashing or revolving red or blue emergency light  
30 on a boat unless the boat is operated by a peace officer or emergency professional in  
31 the performance of official duties.

1 (g) The operator of a boat on water of the state may not transport a person  
2 under 13 years of age on the deck of a boat or in an open boat unless the person is  
3 wearing a United States Coast Guard approved Type I, Type II, or Type III personal  
4 flotation device. A Type V personal flotation device may be worn in lieu of a  
5 personal flotation device required in this subsection if the Type V personal flotation  
6 device is in serviceable condition and

7 (1) if the approval label on the Type V personal flotation device  
8 indicates that the device is approved for the activity in which the boat is being used,  
9 or that the device is approved as a substitute for a personal flotation device of the type  
10 required on the boat; and

11 (2) for a device that contains a reference to an owner's manual, if the  
12 Type V personal flotation device is used in accordance with the requirements in the  
13 owner's manual.

14 (h) The department may require, by regulation, that a boat or class of boats  
15 carry additional equipment that is necessary for the safety of persons and property.

16 \* Sec. 3. AS 05.25.020 is amended to read:

17 **Sec. 05.25.020. Use of boat with water [WATER] skis and surfboards.** (a)

18 A person may not operate a boat [WATERCRAFT] on water [THE INLAND  
19 WATERS] of the [THIS] state for towing a person on water skis, [OR] a surfboard,  
20 or a similar device [DEVICES] unless

21 (1) the boat [WATERCRAFT] is equipped with a rearview mirror in  
22 which the person being towed can be viewed; [,] or

23 (2) there is<sub>2</sub> in the boat, [WATERCRAFT] a person of 12 years of age  
24 or older in addition to the operator [,] in a position to observe the progress of the  
25 person being towed.

26 (b) A person may not operate a boat [WATERCRAFT] on [THE] water of the  
27 state to tow a person under 13 years of age on water skis, a surfboard, or a similar  
28 device unless the person being towed is wearing a United States Coast Guard approved

29 (1) Type I, Type II, or Type III personal flotation device; or

30 (2) Type V personal flotation device if the Type V personal  
31 flotation device is in serviceable condition and

1                    (A) if the approval label on the Type V personal flotation  
2                    device indicates that the device is approved for the activity;

3                    (B) for a device that contains a reference to an owner's  
4                    manual, if the Type V personal flotation device is used in accordance with  
5                    the requirements in the owner's manual [. IN THIS SUBSECTION,  
6                    "PERSONAL FLOTATION DEVICE" DOES NOT INCLUDE A LIFE BELT  
7                    OR LIFE RING].

8                    \* Sec. 4. AS 05.25.030 is repealed and reenacted to read:

9                    **Sec. 05.25.030. Boat collisions, accidents, and casualties.** (a) The operator  
10                    of a boat involved in a collision, accident, or casualty shall

11                    (1) render assistance as is practicable and necessary to save other  
12                    persons from danger or to minimize the danger to other persons to the extent that the  
13                    operator can do so without serious danger to the operator's boat, crew, and passengers;  
14                    and

15                    (2) give the operator's name, address, and identification number of the  
16                    operator's boat in writing to each person injured in the collision, accident, or casualty  
17                    and to the owner of property damaged in the collision, accident, or casualty.

18                    (b) For the purpose of gathering boating accident statistics, the operator of a  
19                    boat involved in a collision, accident, or casualty that results in death or injury to a  
20                    person, or damage to property in excess of \$500 for each incident, shall file a report  
21                    with the department on or before the 20th day after the incident. The department shall  
22                    prepare a form for the report and make the form available to other agencies and to the  
23                    public.

24                    (c) In response to a request from an authorized official or agency of the United  
25                    States, a law enforcement agency, or in compliance with United States Coast Guard  
26                    regulations, the department shall provide statistical information compiled or otherwise  
27                    available to the department from the reports required under (b) of this section.

28                    \* Sec. 5. AS 05.25.040 is amended to read:

29                    **Sec. 05.25.040. Owner's civil liability.** The owner of a boat  
30                    [WATERCRAFT] is liable for injury or damage caused by the negligent operation of  
31                    the owner's boat [WATERCRAFT] whether the negligence consists of a violation of

1 a state statute [,] or the failure [NEGLECTING] to exercise [OBSERVE] ordinary  
2 care in the operation of the boat [WATERCRAFT] as the rules of the common law  
3 require. The owner is not liable, however, unless the boat [WATERCRAFT] is used  
4 with the owner's express or implied consent. It is presumed that the boat  
5 [WATERCRAFT] is being operated with the knowledge and consent of the owner [,]  
6 if, at the time of the injury or damage, it is under the control of the owner's spouse,  
7 father, mother, brother, sister, son, daughter, or other member of the owner's immediate  
8 family. This chapter does not relieve any other person from a liability that the person  
9 would otherwise incur [,] and does not authorize or permit recovery in excess of injury  
10 or damage actually incurred.

11 \* **Sec. 6.** AS 05.25.050 is amended to read:

12 **Sec. 05.25.050. Declaration of policy.** It is the policy of the [THIS] state to  
13 promote safety for persons and property in and connected with the use, operation, and  
14 equipment of boats on water of the state [VESSELS IN RECREATIONAL  
15 PURSUITS IN INLAND WATERS] and to promote uniformity of laws relating to  
16 boat safety [THERETO].

17 \* **Sec. 7.** AS 05.25 is amended by adding new sections to read:

18 **Sec. 05.25.052. Uniform state waterway marking system.** The department  
19 shall develop and adopt regulations establishing a uniform state waterway marking  
20 system for the placement of regulatory markers. The regulations must be compatible  
21 with the system of aids to navigation prescribed by the United States Coast Guard.

22 **Sec. 05.25.053. Boating safety program.** (a) The department shall administer  
23 a statewide boating safety program. The program must, to the extent consistent with  
24 state law,

25 (1) secure the full benefits available to the state under 46 U.S.C. 13101  
26 - 13110 (Federal Boat Safety Act of 1971); and

27 (2) take additional actions necessary to gain initial and ongoing federal  
28 acceptance of the boating safety program and to qualify and apply for federal money  
29 under 46 U.S.C. 13102.

30 (b) The department shall cooperate with local, state, and federal agencies,  
31 private and public organizations, and individuals to provide for

- 1 (1) education on boating safety;
- 2 (2) a boat registration and numbering system through the Department
- 3 of Administration;
- 4 (3) a boating collisions, accidents, and casualties reporting system;
- 5 (4) boating access;
- 6 (5) boating safety patrol and law enforcement activity;
- 7 (6) a uniform state waterway marking system; and
- 8 (7) a boating safety advisory council as described in AS 05.25.057.

9 **Sec. 05.25.055. Registration and numbering of boats.** (a) An  
10 undocumented boat placed on water of the state must be registered and numbered as  
11 required by this chapter. The Department of Administration shall adopt by regulation  
12 a boat registration and numbering system that is consistent with the national standard  
13 for state numbering systems established by the United States Coast Guard.

14 (b) In adopting a boat registration system under (a) of this section, the  
15 Department of Administration shall authorize agents, including boat dealers, to register  
16 boats.

17 (c) A boat dealer shall require a purchaser of a new or used boat sold at retail  
18 to complete a registration application and pay the registration fee before the boat  
19 leaves the dealer's premises unless the boat is exempt from registration and numbering  
20 under this chapter or regulations adopted under this chapter.

21 (d) A person may not operate a boat on water of the state unless a valid  
22 certificate of number has been awarded by the Department of Administration to the  
23 boat and the identification number and any required validation decals are properly  
24 displayed on the boat.

25 (e) The Department of Administration shall authorize agents to accept an  
26 application and registration fee for registration, to issue a registration, and to forward  
27 the application and registration fee to the Department of Administration.

28 (f) Unless otherwise provided by this chapter, or unless the owner has been  
29 awarded a current, valid Alaska certificate of number from the United States Coast  
30 Guard, the owner of a boat for which a current certificate of number has been awarded  
31 under federal law or a federally approved numbering system of another state shall

1 apply for a certificate of number in this state as required by this chapter if the boat is  
2 operated on water of the state for more than 90 consecutive days. If a boat has an  
3 existing number, the owner may request that the department issue the same number for  
4 purposes of this section, and the department shall comply with the request unless  
5 compliance would result in a duplication of numbers.

6 (g) A certificate of number issued under this chapter is valid for three years  
7 unless terminated or discontinued earlier as required by this chapter and regulations  
8 adopted under this chapter. The certificate expires on the last day of the month at the  
9 end of the three-year period. The expiration date shall be indicated on the certificate.

10 (h) All records of ownership of boats that are kept by the Department of  
11 Administration under this section are public records. The Department of  
12 Administration shall provide records of ownership to the Department of Natural  
13 Resources for the purposes of meeting the federal requirements for state programs and  
14 implementing this chapter.

15 (i) The following boats are exempt from the numbering and registration  
16 provisions of this section:

17 (1) a boat that is operated in this state for a period not exceeding 90  
18 consecutive days and that has a current, valid certificate of number issued by another  
19 state having a federally approved numbering system;

20 (2) a foreign boat operated in water of the state for a period not  
21 exceeding 90 consecutive days;

22 (3) a boat owned by the United States or an entity or political  
23 subdivision of the United States, or a boat owned by a state or an entity or political  
24 subdivision of a state;

25 (4) a boat that is not equipped with mechanical propulsion, that is  
26 exclusively paddled, poled, rowed, or powered by wind, and that is under 10 feet in  
27 length;

28 (5) a boat with a valid document to operate the boat that is issued by  
29 the United States or a foreign government.

30 **Sec. 05.25.057. Alaska Boating Safety Council established.** (a) The Alaska  
31 Boating Safety Council is established in the department.

1 (b) The council consists of seven members appointed by the governor. The  
2 governor shall appoint each member on the basis of interest in public affairs,  
3 knowledge of boating issues as they relate to both safety and water of the state, and  
4 good judgment and ability concerning boating safety. At least four members of the  
5 council shall represent powerboat interests. The appointed members shall be residents  
6 of the state and shall be appointed without regard to political affiliation or geographical  
7 location of residence. The commissioner is not a member of the council, but shall be  
8 ex officio secretary.

9 (c) The council may not meet more than two times in each calendar year.  
10 Members of the council receive no compensation for services on the council, but are  
11 entitled to per diem and travel expenses authorized for boards under AS 39.20.180.

12 (d) In this section, "council" means the Alaska Boating Safety Council.

13 \* **Sec. 8.** AS 05.25.060 is repealed and reenacted to read:

14 **Sec. 05.25.060. Prohibited operation.** A person may not operate a boat on  
15 water of the state

16 (1) for a recreational purpose or another purpose, or tow water skis, a  
17 surfboard, or a similar device, in a reckless or negligent manner so as to endanger the  
18 life or property of another person;

19 (2) that is not equipped as required under this chapter and regulations  
20 adopted under this chapter; or

21 (3) in a manner that is inconsistent with a regulatory marker authorized  
22 under regulations adopted by the department under this chapter.

23 \* **Sec. 9.** AS 05.25.070 is amended to read:

24 **Sec. 05.25.070. Exemptions.** Boats [WATERCRAFT] and persons operating  
25 boats [WATERCRAFT] are exempt from this chapter [, EXCEPT AS 05.25.060(b),]  
26 when participating in the area set aside for a public regatta, race, marine parade,  
27 tournament, or exhibition on inland water; for purposes of this section, "inland  
28 water" means water of the state that is not offshore water [WATERS].

29 \* **Sec. 10.** AS 05.25.080 is repealed and reenacted to read:

30 **Sec. 05.25.080. Enforcement.** A peace officer may enforce this chapter and  
31 regulations adopted under this chapter and in the exercise of enforcement may stop and

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31

board a boat subject to this chapter. A peace officer may issue a citation as provided in AS 12.25.180 to a person who violates a provision of this chapter.

\* Sec. 11. AS 05.25.090 is repealed and reenacted to read:

**Sec. 05.25.090. Penalties.** (a) Except as provided in (b) of this section, a person who violates a provision of this chapter or regulations adopted under this chapter is guilty of a class A misdemeanor.

(b) A person who violates AS 05.25.010, 05.25.020, 05.25.055, 05.25.060(2) or (3), or a regulation adopted under this chapter relating to AS 05.25.010 or 05.25.020 is guilty of a violation as defined in AS 11.81.900 and may be fined up to \$500. The supreme court shall establish by order or rule a schedule of bail amounts for violations under this subsection that allow the disposition of a citation without a court appearance.

\* Sec. 12. AS 05.25 is amended by adding a new section to read:

**Sec. 05.25.095. Regulations.** (a) Except as provided in (c) - (e) of this section, the department may adopt regulations to implement this chapter, including regulations regarding

- (1) boat and associated safety equipment requirements, including additional equipment as described in AS 05.25.010;
- (2) uniform waterway markers;
- (3) boat operation and safety requirements; and
- (4) requirements for certification of programs on boating safety education.

(b) In consultation with the department, the Department of Administration may adopt regulations to implement this chapter with respect to the numbering, marking, and titling of undocumented boats.

(c) Regulations adopted under this chapter may not be less stringent than applicable minimum requirements of regulations governing recreational boat safety of the United States Coast Guard.

(d) The department may not adopt a regulation under this section regarding boating safety if, before or during the period for public comment on the proposed regulation provided by AS 44.62.190, the Alaska Boating Safety Council provides the

1 department with a written objection regarding the regulation, unless the department  
2 modifies the proposed regulation to satisfy the objection. The prohibition of this  
3 subsection does not apply if modification of the proposed regulation to satisfy the  
4 council's objection would result in

5 (1) failure to meet a federal stringency requirement described under (c)  
6 of this section; or

7 (2) a regulation that is not consistent with another provision of law.

8 (e) Nothing in this section authorizes the department to prohibit a use of or  
9 access to the water of the state by a person or user group.

10 \* **Sec. 13.** AS 05.25 is amended by adding a new section to read:

11 **Sec. 05.25.096. Fees.** (a) The Department of Administration shall assess the  
12 following fees:

13 (1) motorized boat registration, registration renewal, and transfer of  
14 registration, \$24 for a three-year period;

15 (2) nonmotorized boat registration, registration renewal, and transfer of  
16 registration, \$10 for a three-year period;

17 (3) replacement of lost registration, \$5;

18 (4) replacement of lost registration validation decals, \$5.

19 (b) The Department of Administration shall separately account for fees  
20 collected under (a) of this section for boat registration that are deposited in the general  
21 fund. The annual estimated balance in that account may be used by the legislature to  
22 make appropriations to the department and the Department of Administration to carry  
23 out the purposes of this chapter.

24 \* **Sec. 14.** AS 05.25.100 is repealed and reenacted to read:

25 **Sec. 05.25.100. Definitions.** In this chapter, unless the context requires  
26 otherwise,

27 (1) "aids to navigation" means buoys, beacons, or other fixed objects  
28 in the water that are used to mark obstructions to navigation or to direct navigation  
29 through safe channels;

30 (2) "boat" means watercraft used or capable of being used as a means  
31 of transportation on water, except for

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31

(A) a ship's lifeboat;

(B) a seaplane;

(C) an inspected passenger vessel; and

(D) a single air mattress, single inner tube, or other water toy;

(3) "boat dealer" means a person engaged wholly or in part in the business of selling or offering for sale, buying or taking in trade for the purpose of resale, or exchanging, displaying, demonstrating, or offering for sale three or more boats within 12 consecutive months and who receives or expects to receive money, profit, or any other thing of value;

(4) "certificate of number" means the document bearing the identification number issued to a boat by the Department of Administration under this chapter, by a federal agency, or by the state of principal use under a federally approved numbering system;

(5) "commissioner" means the commissioner of natural resources;

(6) "department" means the Department of Natural Resources;

(7) "operate" means to navigate or to be in actual physical control of a boat used or capable of being used as a means of transportation on water of the state;

(8) "owner" means a person who has a property interest other than a security interest in a boat and the right of use or possession of the boat; "owner" does not include a lessee unless the lease is intended as security;

(9) "ownership" means a property interest other than a security interest;

(10) "passenger" means a person on board a boat who is not the master, operator, crew member, or other person engaged in a capacity in the business of the boat;

(11) "regulatory marker" means an anchored or fixed marker in or on the water, or sign on the shore or on a bridge over the water, other than aids to navigation; "regulatory marker" includes swimming markers, bathing markers, speed zone markers, identification markers, danger zone markers, boat keep out areas, special anchorage areas, and mooring buoys;

(12) "serviceable condition" as applied to personal flotation devices means

1 (A) metal or plastic hardware is not broken, deformed, or  
2 weakened by corrosion;

3 (B) webbings or straps are not ripped, torn, or separated from  
4 an attachment point;

5 (C) there are no rotted or deteriorated structural components that  
6 fail when tugged;

7 (D) there are no rips, tears, or open seams in fabric or coatings  
8 that are large enough to allow the loss of buoyant material;

9 (E) buoyant material has not become hardened, nonresilient,  
10 permanently compressed, waterlogged, or oil-soaked, and does not show  
11 evidence of fungus or mildew;

12 (F) there is no loss of buoyant material or evidence of buoyant  
13 material that is not securely held in position;

14 (G) there is a properly armed inflation mechanism, complete  
15 with a full inflation medium cartridge and all status indicators showing that the  
16 inflation mechanism is properly armed, unless the PFD is worn inflated;

17 (H) inflatable chambers are all capable of holding air;

18 (I) oral inflation tubes are not blocked, detached, or broken;

19 (J) the manual inflation lanyard or lever is not inaccessible,  
20 broken, or missing;

21 (K) inflator status indicators are not broken or otherwise non-  
22 functional;

23 (13) "undocumented boat" means a boat that does not possess a valid  
24 certificate of documentation issued by the United States Coast Guard under 46 U.S.C.  
25 12101 - 12123;

26 (14) "validation decal" means a decal that has the state of registration  
27 and registration expiration year clearly marked;

28 (15) "water of the state" has the meaning given in the term "navigable  
29 water" in AS 38.05.965; "water of the state" also includes the marginal sea adjacent  
30 to the state and the high seas within the territorial limits of the state, irrespective of  
31 the ownership of the land underlying those waters.

1 \* **Sec. 15.** AS 09.25.120(a) is amended by adding a new paragraph to read:

2 (9) reports submitted under AS 05.25.030 concerning certain collisions,  
3 accidents, or other casualties involving boats.

4 \* **Sec. 16.** AS 12.25.190(c) is amended to read:

5 (c) The person cited for the crime shall give a written promise to appear in  
6 court by signing at least one copy of the written citation prepared by the peace officer,  
7 and the officer shall deliver a copy of the citation to the person. The written promise  
8 requirement of this subsection does not apply to boating citations for which a bail  
9 schedule has been established under AS 05.25.090(b), motor vehicle and traffic  
10 citations for which a bail or fine schedule has been established under AS 28.05.151,  
11 fish and game citations for which a bail schedule has been established under  
12 AS 16.05.165, citations issued under AS 04.21.065, citations issued under  
13 AS 18.35.341, citations issued in state park and recreational facilities under  
14 AS 41.21.960, or littering citations issued under AS 46.06.080.

15 \* **Sec. 17.** TRANSITION: REGULATIONS. The Department of Natural Resources and  
16 Department of Administration may immediately proceed to adopt regulations to implement  
17 their respective provisions of this Act. The regulations take effect under AS 44.62  
18 (Administrative Procedure Act), but not before the effective date of secs. 1 - 16 of this Act.

19 \* **Sec. 18.** Section 17 of this Act takes effect immediately under AS 01.10.070(c).

# Alaska State Legislature



## Representative Bill Hudson

State Capitol  
Juneau, Alaska  
99801-1182  
Phone: (907) 465-3744  
Fax: (907) 465-2273

**Committees:**  
Chair  
Fisheries  
Utilities Restructuring  
Member  
Transportation  
State Affairs

### MEMORANDUM

**TO:** Representative Pete Kott, Chair  
House Judiciary Committee  
**FROM:** Representative Bill Hudson  
**SUBJECT:** Hearing Request, HB 108  
**DATE:** March 25, 1999

---

I respectfully request that you schedule a hearing for HB 108, An Act relating to Boating Safety, before your committee on March 31, pending referral. HB 108 is listed on the priority bill list and time is of the essence in moving this legislation through.

In 1998, 38 Alaskans lost their lives in boating accidents, and Alaska continues to experience boating fatalities at nearly ten times the national rate. Current boating safety programs are a combination of Coast Guard, State of Alaska, and private and public efforts, which are not centrally located or coordinated.

HB 108, if enacted, would establish an approved State Boating Safety Program. This program would provide for the state to assume from the federal government vessel registration responsibilities and regulatory authority over the carriage of boat safety equipment. HB 108 would comply with The Federal Safe Boating Act of 1971. Alaska is the only state in the nation that does not have an approved Boating Safety Program, and the only state that has federal management of boating safety laws. Because Alaska does not comply with the Federal Safe Boating Act, our State's share of the federal marine fuel taxes that Alaskans pay has not been redistributed back to Alaska. Passage of HB 108 will assure we are included in the redistribution of these taxes, bringing hundred's of thousands of federal dollars back to the State.

Additionally, passage of HB 108 will assure that the State manages and controls it's boating safety laws and programs.

Thank you for your consideration.

# Safe boating?

## *Juneau one step closer to goal*

When state lawmakers debate whether to adopt a safe-boating law this session, let them look back to 1998, when 38 boaters drowned in Alaska waters. That rate translates to over 100 deaths per 100,000 registered boats. Elsewhere in the nation, noncommercial boaters are drowning at rates of seven per 100,000.

The high number of drowning deaths in Alaska is unacceptable and a state disgrace.

Now, legislators have a real chance to reduce the deaths — at little or no cost to the state. That chance comes via two bills that were introduced this week in the Alaska Legislature. With their proposals on the table, Rep. Bill Hudson and Gov. Tony Knowles are among those leading the charge for safer waterways.

Good for them.

A state safe-boating law is required by the Federal Boat Safety Act of 1971, which transferred responsibility for boater education, prevention and enforcement to the states. The immediate incentive for states to adopt a law was boater-fuel tax money that they split after it was collected by the feds.

Since then, adoption of safe-boating laws across the nation have had their intended consequence: a reduction in boating deaths and injuries. Before the 1971 act was passed, national drowning rates were running at 32 deaths per 100,000 registered boats.

The dramatic decrease in drownings elsewhere in the nation, says U.S. Coast Guard boating safety specialist Sue Hargis, "shows how much this money is needed in Alaska to help address the problems."

Rep. Hudson says two conditions spurred him to sponsor legislation. First, his desire for an administration that would strongly back the law was met in Gov. Knowles. He feels his second condition, that there would be enough federal money not only to run the program but expand boating safety to "smaller and more Interior reaches of Alaska," also has been addressed by the state and Coast Guard. Alaska now stands to gain up to \$600,000.

Some critics of a safe-boating law mistakenly think it will immediately mean more government regulation. The Juneau Republican is very much aware of the anti-government sentiment that runs deep in Alaska. His measure wouldn't have the state add laws that don't exist on the federal level.

To its credit, the U.S. Coast Guard has already agreed with the state that it will continue its limited, but effective, boating safety operations if a state law is passed. At the same time, it will defer program management to the state, as it should.

With this deal, Alaskans will come out winners.

But first things first: The Alaska Legislature needs to pass a long-overdue safe-boating law. To do less is to go home and sit back as more people drown.

ALASKA MUNICIPAL LEAGUE RESOLUTION

Revenue and Finance

1997 Policy Statement

harbor facilities to a reasonable standard prior to transfer to municipalities. Thereafter, the funds will be distributed in the form of grants to maintain harbors statewide with special emphasis on harbor facilities that do not receive substantial marine fuel tax revenues.

b. Motor Vehicle Fuel Tax: The League supports the increase of the motor vehicle fuel tax to a rate not higher than the national average of \$.22 per gallon to fund state and municipal highway and road operation, maintenance, and improvements. Such legislation should authorize payment of that increase to the municipality where the fuel was sold or by an equitable formula based on actual maintenance costs and maintenance needs of state and local roads.

6. State Fisheries Business and Fisheries Landing Taxes: The League supports the continued funding of the statutory 50-50 sharing of the State Fisheries Business and Fisheries Landing Tax revenues between the state and municipalities. The League urges the state to strengthen its enforcement and collection efforts in this program. (am 11/95) The state is urged to take over the management of the licensing of documented and personal vessels.

7. Matching Grants: If a state program requires municipal match to receive funds, the matching requirement should be imposed on all grantees, and not just municipalities (in that program).

C. STABILIZATION OF MUNICIPAL REVENUE SHARING

1. Consolidation of the Municipal Assistance and State Revenue Sharing Programs: The League supports a consolidation of the two current Municipal Assistance and State Revenue Sharing programs into one that provides long-term stability for revenue sharing and considers population, local resources (assessed value), and local effort in providing municipal basic services (such as police, road maintenance, and education). The municipal revenue sharing distribution philosophy is to provide a portion of the wealth from Alaska's commonly owned resources (oil revenue) to ensure a basic level of public services to all Alaskans. The new program should include a minimum level of funding for a municipality adequate to support a basic level of public services. The revenue sharing payment should be made on July 1.

Most important, the League supports a stable revenue relationship for municipalities with the state to promote local fiscal planning and to promote local economic and community development.

Post-It® Fax Note	7671	Date	12-16	# of pages	1
To	SHE HARRIS	From	AL Municipal League		
Co/Dop	(Court Line)	Co.	See last sentence		
Phone #		Phone #	77 paragraph 6		
Fax #	463-22-99	Fax #	01		

# Safe boating

## *Legislators: Golden chance to act*

Even as lawmakers scramble to get a grip on a projected \$1 billion deficit, they must evaluate unrelated legislation and new ideas that will make Alaska a better place. A comprehensive safe-boating law is one measure that should pass this session.

Actually, it's past time for such a law.

Alaska's ranking as the state with the nation's highest drowning rate is reason enough for 60 legislators to sit up and take notice. It is no coincidence that Alaska is the only state that lacks a comprehensive safe-boating law.

In 1998, 38 Alaskans drowned while engaged in noncommercial boating. The previous year, 23 people died.

A 1971 federal law designed to encourage states to create boater-safety programs comes with a sweetener: Federal boater-fuel tax dollars are distributed to states that have adopted comprehensive safe-boating laws.

This means that if Alaska passes a law, the bulk of safe-boating money that the state spends on education, prevention and enforcement efforts can come from federal coffers. This kind of state-friendly arrangement helps offset declining oil dollars that will raise the bar for new state-funded programs.

To coax Alaska along, the U.S. Coast Guard has agreed to free up just more than \$300,000 for safe-boating initiatives. The administration of Gov. Tony Knowles was able to squeeze this money out of the feds because it was able to persuade them that Alaska is coming along on this issue. While the governor is said to be weighing introduction of a safe-boating law to get the subject on the table, the Legislature holds the key. If lawmakers don't act in a timely manner, the federal dollars can be yanked and Alaska will be back where it started.

Lawmakers who want to learn more about safe boating can turn to two handy aids.

First, the newly created state Office of Boating Safety has produced Alaska's first state boating handbook. The booklet covers boat registration, equipment requirements and waterway rules. It reads and looks much like the state's manual for automobile drivers.

Second, the National Association of State Boating Law Administrators has issued a magazine-style publication called "Boating Safety Dollars at Work." The handout explains how state and U.S. Coast Guard partnerships have improved recreational boating safety across the nation. In recent years, it notes, boating fatalities were reduced nearly 12 percent.

Alaska's unacceptably high rates of recreational drowning will begin to go down after legislators do their part and pass a comprehensive safe-boating law. Make no mistake: There is a link between safe-boating laws and reduced drowning deaths.

Alaska should be part of this national trend to make waterways safer.

ANCHORAGE DAILY NEWS 1/26/99

# FISCAL NOTE

STATE OF ALASKA  
1999 LEGISLATIVE SESSION

BILL NO. HB 108

Revision Date: \_\_\_\_\_  
Title: Use, Registration and Regulation of Boats.....  
Sponsor: Representative Hudson  
Requestor: (H) TRA

Department Affected: Administration  
BRU: Motor Vehicles  
Component: \_\_\_\_\_  
COMPONENT SERIAL NO. 2348

Expenditures/Revenues: (Thousands of Dollars)  
Note: Amounts do not include inflation unless otherwise noted below

OPERATING EXPENDITURES	FY 2000	FY 2001	FY2002	FY 2003	FY 2004	FY 2005
PERSONAL SERVICES	170.7	160.1	137.6	137.6	137.6	137.6
TRAVEL						
CONTRACTUAL	80.5	49.0	49.0	49.0	49.0	49.0
SUPPLIES						
EQUIPMENT	50.0					
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
<b>TOTAL OPERATING</b>	<b>301.2</b>	<b>209.1</b>	<b>186.6</b>	<b>186.6</b>	<b>186.6</b>	<b>186.6</b>

CAPITAL EXPENDITURES						
----------------------	--	--	--	--	--	--

CHANGE IN REVENUES ( )	300.0	600.0	600.0	600.0	600.0	600.0
------------------------	-------	-------	-------	-------	-------	-------

FUND SOURCE: (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts	301.2	209.1	186.6	186.6	186.6	186.6
1037 GF/Mental Health						
OTHER						
<b>TOTAL</b>	<b>301.2</b>	<b>209.1</b>	<b>186.6</b>	<b>186.6</b>	<b>186.6</b>	<b>186.6</b>

Estimate of any current year (FY 99) cost: \$ \_\_\_\_\_

POSITIONS:

FULL-TIME	3	3	3	3	3	3
PART-TIME						
TEMPORARY	2	2				

**ANALYSIS:** (Attach a separate page if necessary.)

The analysis will assume that the program will start on January 1, 2000. The positions that will be needed to administer the program will be hired on October 1, 1999, to allow time for training and establishing the program. Costs shown for FY 00 will only reflect partial year costs for 9 months of personal services costs and 6 months of registration activity.

(Continued on attached sheet)

Prepared by: Charles R. Hosack  
Division: Motor Vehicles

Phone: 269-5559  
Date: \_\_\_\_\_

Approved by Commissioner: Robert Poe Jr.  
Agency: Department of Administration

Date: 3/25/99

PREPARER TO PROVIDE ALL DISTRIBUTION COPIES TO GOVERNOR'S LEGISLATIVE OFFICE  
For further distribution information, call the Governor's Legislative Office

STATE OF ALASKA  
1999 LEGISLATIVE SESSION

BILL NO: HB 108

Revision Date: \_\_\_\_\_ Dept. Affected: Administration

ANALYSIS CONTINUED:  
Discussions and Assumptions

The Coast Guard currently requires registration of boats used on navigable waterways and has approximately 33,000 registered boats. Assuming that an equal number of registrations expire in each year, this results in a registration workload of 11,000 boats per year. To process this workload the Coast Guard has 1.5 positions (1 dedicated full time and 1 which assists in administration and during the peak season) and has requested an additional full time position to prevent backlogs. These registrations are maintained on a stand alone computer system using specially developed software known as SABRE (State of Alaska Boat Registration). This system is a windows based system that is not networked or available to other users.

Under the proposed law all powered boats would be registered by DMV not just those on navigable waterways. Increased enforcement by law enforcement agencies and Division of Parks would increase the number of registered boats. There is no accurate number of the total number of boats in the state however estimates from the various sources place the number between 50,000 to 100,000. This is mainly based on boat sales of 10,000 per year. For purpose of this fiscal note it is assumed that there will be 75,000 registered boats. The registration period will be three years resulting in an annual registration workload of 25,000 boat registrations.

The Coast Guard has offered to give the SABRE registration system to the state however there are problems with using it. The rationale for having DMV register boats is the fact that there are offices located throughout the state and there is an information system available to these offices, to law enforcement, and to other agencies as required. The DMV system has an integrated accounting module to properly account for state revenues. The SABRE system is not compatible with the current DMV system and would require extensive modification to make it so. It would be more cost effective and efficient to create a new application on the DMV system by modifying the vehicle registration system to accommodate boat registration.

Initial Start-up Costs

During the first year there will be additional costs to modify the DMV information system for the boat registration program and to convert the existing boat registration data base to the DMV system. The programming needs will be done by contract programmers and the conversion of the data base will require either manual data entry or manual verification of each entry due to the differences between the two operating systems. The data entry will be done by non-perm project employees. These costs will be incurred in the first calendar of the program which will cross fiscal years. With an assumed start date of Jan 1, 2000, all employees will start on Oct 1, 1999, so that they can receive initial training, test the computer systems, and provide training for both the boat dealers and DMV employees

The costs associated with the start-up are as follows:

	<u>FY 00</u>	<u>FY 01</u>
2 non-perm employees MVCSR I (mg 10) for 12 months	\$67.5	\$22.5
300 hours contract programming @ \$125/hr	\$37.5	
Equipment (computer workstations)	\$20.0	
Total	\$125.0	\$22.5

These costs will be incurred only in the first year of the program.

On-going Operating Budget Costs

In addition to the initial costs to establish the system and to convert the data from the SABRE system to the DMV system, there will be the regular costs to renew registrations of boats that are expiring and to register boats as they are sold by the dealers. Dealers are required to have a customer complete an application for any boat sold at retail and then send the registration application along with the appropriate fees to DMV. Boats due for registration renewal will be incorporated into the normal renewal system the same as vehicle. This will include an initial renewal notice and the opportunity to renew by mail, by phone, by internet, or in person at any DMV office. The on-going costs will be based on an annual registration workload for 25,000 boats.

STATE OF ALASKA  
1999 LEGISLATIVE SESSION

BILL NO: HB 108

Revision Date: \_\_\_\_\_ Dept. Affected: Administration

Cost Detail

	<u>FY 00</u>	<u>FY 01+</u>
1 PFT MVCSR III (rng 14) lead worker	\$35.7	\$47.6
2 PFT MVCSR Is (rng 10)	\$67.5	\$90.0
Postage costs (postage envelopes)	\$ 6.0	\$12.0
Forms cost (applications and registrations)	\$ 4.5	\$ 4.5
Validation Decals (45,000* @ \$0.50 ea.)	\$22.5	\$22.5
Training Costs (for Boat Dealers and DMV employees)	\$10.0	\$10.0
Equipment (computer workstations)	\$30.0	
Total	\$176.2	\$186.6

Revenue

There will be 25,000 boat registrations processed each year at \$24 for the three year period generating \$600.0 in GF revenue annually.

# FISCAL NOTE

STATE OF ALASKA  
1999 LEGISLATIVE SESSION

BILL NO: HB108

Revision Date: March 4, 1999 Dept. Affected: Public Safety  
 Title: An Act relating to boat safety, registration, fees, enforcement and waterway marking system BRU: Fish and Wildlife Protection  
 Component: Detachments  
 Sponsor: Rep. Hudson, Halcro, Phillips, Kertula  
 Requestor: H. Transportation COMPONENT SERIAL NO. \_\_\_\_\_

**EXPENDITURES/REVENUES: (Thousands of Dollars) (inflation not included)**

OPERATING	FY 00	FY 01	FY 02	FY 03	FY 04	FY 05
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
<b>TOTAL OPERATING</b>	-0-	-0-	-0-	-0-	-0-	-0-
<b>CAPITAL</b>	-0-	-0-	-0-	-0-	-0-	-0-
<b>CHANGE IN REVENUES ( )</b> Revenue Code	-0-	-0-	-0-	-0-	-0-	-0-

**FUNDING: (Thousands of Dollars)**

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program						
1006 GF/MHTIA						
Other						
<b>TOTAL</b>	-0-	-0-	-0-	-0-	-0-	-0-

Estimate of current year (FY 99) impact: \$ -0-

**POSITIONS:**

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

**ANALYSIS: (Attach a separate page if necessary.)**

This bill does not significantly impact our budget.

Prepared By: Lieutenant Howard R. Starbard Phone: 746-9107  
 Division: Fish and Wildlife Protection Date: March 4, 1999

Approved by Commissioner: Ronald L. Otte *R. L. Otte* Date: 3-25-99  
 Agency: Department of Public Safety

**PREPARER TO PROVIDE ALL DISTRIBUTION COPIES TO GOVERNOR'S LEGISLATIVE OFFICE**  
 For further distribution information call the Governor's Legislative Office

# FISCAL NOTE

STATE OF ALASKA  
1999 LEGISLATIVE SESSION

BILL NO. HB108

Revision Date: \_\_\_\_\_ Dept Affected: Natural Resources  
 Title: An Act relating to the use, operation, and BRU: Parks & Recreation Management  
regulation of boats; establishing a uniform state waterway... Component: Parks Access  
 Sponsor: Rep. Hudson  
 Requestor: (H) TRA Component Serial No. #2136

Expenditures/Revenues (Reason not included unless otherwise noted below) (Thousands of Dollars)

OPERATING EXPENDITURES	FY2000	FY2001	FY2002	FY2003	FY2004	FY2005
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
<b>TOTAL OPERATING</b>	<b>* 0.0</b>	<b>* 0.0</b>	<b>* 0.0</b>	<b>* 0.0</b>	<b>* 0.0</b>	<b>* 0.0</b>

CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
----------------------	-----	-----	-----	-----	-----	-----

CHANGE IN REVENUES (Fund code)	0.0	0.0	0.0	0.0	0.0	0.0
--------------------------------	-----	-----	-----	-----	-----	-----

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type)						
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY99) cost: \$ none

**POSITIONS**

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

**ANALYSIS:** (Attach a separate page if necessary)

The Division of Parks included \$600,000 in federal funding to support this legislation in the FY00 Governor's budget request, therefore no fiscal note for additional authorization is required.

Prepared by: Jim Stratton, Director Phone: 269-8701  
 Division: Parks Date: 24-Mar-99  
 Approved by Commissioner: [Signature] Date: 3-24-99  
 Agency: Natural Resources

**PREPARER TO PROVIDE ALL DISTRIBUTION COPIES TO GOVERNOR'S LEGISLATIVE OFFICE**  
 For further distribution information call the Governor's Legislative Office



# **Aquatic Resources (Wallop-Breaux) Trust Fund Information Recreational Boating Safety Program**

**ALASKA COAST GUARD OFFICE**  
Seventeenth Coast Guard District  
P.O. Box 25517  
Juneau, AK 99802-5517

**PRINCIPAL CONTACT**  
Sue Hargis  
Boating Safety Coordinator  
(907) 463-2297

## **PROGRAM SUMMARY**

- Receipts in the Aquatic Resources (Wallop-Breaux) Trust Fund are derived from Federal excise taxes attributable to motorboat and small-engine fuel use and on sport fishing equipment, along with import duties on fishing equipment, yachts and pleasure craft. Total Wallop-Breaux Trust Fund receipts average about \$450 million per year. Of that amount, nearly \$180 million is derived from motorboat fuel taxes. Up to \$70 million per year of the motorboat fuel tax receipts is authorized for the Boat Safety Account of Wallop-Breaux. The balance of motorboat fuel taxes and all other Wallop-Breaux receipts are transferred into the Sport Fish Restoration Account. Funds in the Boat Safety Account are subject to annual discretionary appropriation by Congress, while the Sport Fish Restoration Account is a mandatory appropriation.
- In 1998, several amendments were enacted to the statutes governing the Wallop-Breaux programs. The most significant of these for the Boating Safety Program ensures a minimum level of funding each year for grants to the States. If the full discretionary amount is appropriated, total funds available for State grants would be \$71.6 million. If there is no discretionary appropriation from the Boat Safety Account, States are guaranteed a minimum of \$59 million in funding through a transfer from the Sport Fish Restoration Account. The Coast Guard is authorized to retain not more than 2% of the amount available for State grants to cover costs of administering the funds, and 5% for grants to national non-profit public service organizations for boating safety programs.
- The allocation formula for distribution of boating safety funds to the States is based on:
  - 1/3 – Distributed equally among States;
  - 1/3 – Distributed according to the ratio of the number of vessels registered in the State; and
  - 1/3 – Distributed according to the ratio of State funds expended for boating safety.
- The Coast Guard estimates that Alaska will be eligible for \$420,000-460,000 in Wallop-Breaux boating safety funds, depending on the number of boats registered and amount of State funds Alaska is able to claim as boating safety-related expenditures.
- States must provide matching funds; and Federal reimbursement of a State's RBS expenditures cannot exceed one-half of its total program costs during a fiscal year. In order to receive all allocated Federal funds, the State of Alaska must document an equal amount of State expenditures. Approved expenditures may include costs of the State to register boats, boating safety education and enforcement costs, boating access and facility costs, and other relevant State expenditures.



# BOATING SAFETY IN ALASKA



## ADMINISTERING OFFICES

Department of Natural Resources  
Division of Parks and Outdoor Recreation  
3601 C Street, #1280  
Anchorage, AK 99503-5921

Seventeenth Coast Guard District  
P.O. Box 25517  
Juneau, AK 99802-5517

## PRINCIPAL CONTACTS

**Jeff Johnson**  
Boating Law Administrator  
Phone: (907) 269-8705  
Fax: (907) 269-8907

**Sue Hargis**  
Boating Safety Coordinator  
(907) 463-2297

## STATE BOATING FACTS

1998	Registered Boats	32,989
1998	Boating Accidents	107
1998	Alaska Boating Fatalities	38
1997	U.S. Boating Fatalities (1998 TBD)	819
FY 99	Alaska Federal Grant	Up to \$329,000
	Total Available with Alaska Program	\$460,000

- \*Estimated 50,000 unregistered boats
- \*Alaska has history of low reporting rate
- \*Alaska Fatality Rate: 71/100,000 boats
- \*U.S. Fatality Rate: 6/100,000 boats
- \*Only partial funding at this time
- \*Plus State vessel registration revenues

## PROJECTS AND PROGRAMS

- Partial federal funding of \$329,000 was authorized for Alaska in federal FY 99 for the first time. Alaska has submitted an application for federal funding and has received conditional federal approval of the State's program. Full approval is based on implementation of a state program.
- Current boating safety programs in Alaska are a combination of Coast Guard, State of Alaska, and private and public community efforts, which are not centrally coordinated.
- Local and Coast Guard education and enforcement efforts are limited due to lack of funding and unable to substitute for an approved State Boating Safety Program.
- The Coast Guard is the administering agency for Wallop-Breaux boater fuel tax funds and, as such, is statutorily prohibited from receiving funds for use in Alaska. Additionally, the Coast Guard does not have units or personnel in many areas of Alaska. All boating safety program efforts utilize funding from other Alaska Coast Guard programs.
- Alaska boating fatalities per 100,000 boats are 10-20 times higher than the national average.

## PROGRAM EXPANSION

- Alaska is the only state in the nation without a federally approved boating safety program. Legislation is needed for the State of Alaska to fully implement a state boating safety program and receive all authorized federal grant funds. Required program elements include vessel registration, accident reporting, and implementation of basic safety equipment carriage regulations (equivalent to U.S. Coast Guard requirements). In addition to federal funds, Alaska would then receive vessel registration revenues, for total gross projected program revenues of \$750,000 - \$1 million dollars.

# Alaska

## Boater's Handbook



January 1999



STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
JUNEAU

December 1998

Dear Alaskan,

The Division of Parks and Outdoor Recreation, in cooperation with the U.S. Coast Guard, produced this handbook to help you and other Alaskans enjoy safe boating.

Alaska's boaters are as diverse as our state's geography. Along 33,000 miles of coastal shoreline, down 3,000 rivers, and on more than 3 million lakes, Alaskans use their boats for fun and recreation, for transportation between villages and coastal towns, and for subsistence.

Working closely with the United States Coast Guard, the USCG auxiliary, statewide and local nonprofit boating organizations, and other state agencies, Division of Parks and Outdoor Recreation is dedicated to promoting boating safety, enhancing enjoyment, supporting statewide boating safety education, and boating law enforcement and improving recreational boating opportunities for Alaskans.

Alaska's first state boating handbook provides basic information for Alaska boaters on boat registration, equipment requirements, and "rules of the road." It highlights safe operating procedures and tips for handling boating emergencies. Please take the time to review the book, and keep it on board as a handy reference. For more information, please contact Jeff Johnson, Boating Law Administrator, at 269-8705, email: [jeffj@dnr.state.ak.us](mailto:jeffj@dnr.state.ak.us), or write to the Office of Boating Safety, Division of Parks and Outdoor Recreation, 3601 C Street, Suite 1280, Anchorage, AK 99503.

I hope your boating experiences are safe and enjoyable! And please, always wear a life jacket.

Sincerely,

A handwritten signature in cursive script that reads "Tony Knowles".

Tony Knowles  
Governor



# TABLE OF CONTENTS

<b>PREPARATION</b> .....	<b>4</b>
EDUCATION .....	4
ATTITUDE .....	4
BOATING LAWS .....	5
PRE-DEPARTURE CHECKLIST .....	14
PREVENTATIVE MAINTENANCE .....	17
WEATHER & TIDES .....	18
FUELING .....	18
FLOAT PLAN .....	19
BOAT CAPACITY & LOADING .....	19
LAUNCHING .....	19
TRAILERS .....	20
THEFT PREVENTION .....	21
<b>UNDERWAY</b> .....	<b>22</b>
OPERATING TIPS .....	22
AIDS TO NAVIGATION .....	23
FEDERAL CHANNEL MARKER SYSTEM .....	24
RULES OF THE ROAD .....	25
EMERGENCIES .....	27
MORE COURTESY / LESS REGULATION .....	32
<b>WATER SPORTS</b> .....	<b>33</b>
WHITEWATER BOATING .....	33
WATER SKIING .....	33
DIVING .....	35
PERSONAL WATERCRAFT .....	35
<b>REGISTRATION</b> .....	<b>37</b>
<b>CONTACTS</b> .....	<b>42</b>
<b>BOATING TERMS</b> .....	<b>43</b>

## Photo Credits:

Photo of Radar Lambert, 10 yr. old from Kotzebue who saved a friend's life with the help of a "Kids Don't Float" PFD, taken by Tom Fazzini.

Boating in Prince William Sound taken by Wyn Menefee.

Kayakers taken by AK State Park Ranger Sharie Methven-Toney.

Rafting on the Nenana River taken by Robert Angell.

Photos on pages 21 and 33 taken by Jeffrey S. Johnson.

The Office of Boating Safety will be happy to consider using any photos you may wish to submit for our future issues.

# PREPARATION

---

## EDUCATION

Nationwide, 8 out of 10 boating fatalities occur on boats where the operator has no boating safety education. In Alaska, where residents use their boats more like cars and help is often unavailable, education and preparation are vital. The State Office of Boating Safety recommends that all boat operators take boating courses, and continue to learn and build skills. Look for classes that are approved by the National Association of State Boating Law Administrators (NASBLA).

The U.S. Coast Guard Auxiliary, a volunteer association of boaters, promotes safe boating. Boaters can call 1-800-478-6381 for information on free Auxiliary boating classes.

The Auxiliary also works with the Coast Guard on search and rescue, and conducts voluntary safety checks of privately owned boats. A boat meeting Auxiliary requirements, which are more rigid than Alaska or federal requirements, is awarded the Auxiliary's "Seal of Safety" decal.

Vessel operators should also educate their passengers to safely start, stop and steer a boat, and where to find and how to use the communication and emergency equipment on board.

Contact the Alaska State Office of Boating Safety for information on other courses at (907) 269-8705.

## Internet Information

The State Office of Boating Safety and the Coast Guard also provide web sites with current information and links to many other interesting boating sites.

(<http://www.dnr.state.ak.us/parks/boating>)

(<http://www.uscg.mil/d17/d17rbs/d17rbs.htm>)

Boaters can even take a course "online" from Boat/US.

(<http://www.boatus.com>).

## ATTITUDE

Boating safety depends on proper attitude. Complacency and carelessness have no place on the water. Sound judgment unimpaired by alcohol, drugs or fatigue, is your most important tool. Trust your inner feelings and use common sense. Your life and the lives of others are in your hands.

## **BOATING LAWS**

### **Prohibited Operation**

#### **Reckless Operation**

A person may not operate a watercraft or manipulate a device on the water of the State in a reckless or negligent manner that endangers the life or property of another person (AS 05.25.060).

#### **Boating Under the Influence**

Operating a boat under the influence of intoxicants or marijuana or other drugs is against the law (AS 28.35.030).

Law enforcement officers who have reason to suspect that a boat operator is under the influence may require the operator to undergo sobriety tests. Anyone who operates a boat on Alaska's waterways has given consent to a field sobriety test. Refusal can be used as evidence in a court trial.

Penalties for conviction of operating under the influence may include cancellation of vehicle operating privileges, a fine, and/or jail.

### **Alcohol and Boating**

1. Drinking and operating a boat is as dangerous as drinking and operating a car. According to a recent study, 60% of all fatal motorboat accidents involved alcohol.

2. Alcohol affects your sense of balance, which is critical when boating.

3. Boating requires good vision. Alcohol can seriously restrict your vision. It reduces peripheral vision, night vision, and ability to focus.

4. Alcohol affects your judgment. Operators under the influence are more likely to take risks they normally wouldn't take and less likely to make the right decisions in a life threatening situation.

5. Alcohol slows your reaction time. In a hazardous situation, seconds may be all you have to take the appropriate action.

6. Even without alcohol, reaction time is slowed in normal boating by stressors. Stressors include motion, sun, winds, and noise. Include alcohol, and the stressors' fatiguing effects are multiplied.

7. Alcohol increases the risk of hypothermia.

The Alaska State Office of Boating Safety strongly advises boaters and passengers refrain from consuming alcohol when boating.

# PREPARATION

## Owner's Civil Liability

The owner of a watercraft is liable for injury or damage caused by the negligent operation of the owner's watercraft whether the negligence consists of a violation of state statute, or neglecting to observe ordinary care in the operation of the watercraft as the rules of the common law require. The owner is not liable, however, unless the watercraft is used with the owner's express or implied consent. It is presumed that the watercraft is being operated with the knowledge and consent of the owner, if at the time of the injury or damage, it is under the control of the owner's spouse, father, mother, brother, sister, son, daughter, or other member of the owner's immediate family. This chapter does not relieve any other person from a liability that the person would otherwise incur, and does not authorize or permit recovery in excess of injury or damage actually incurred. (AS 05.25.040)

## Citizen Complaint Procedure

Federal law allows a citizen to file a complaint with the U.S. Coast Guard when negligent operation occurs on navigable waters of the United States. The following points help clarify the charge (negligent operation):

1. Was the operator negligent in his or her action? A negligent operator endangers or injures/damages life, limb, or property. Being discourteous is not negligent operation. The operator must at least be endangering life, limb, or property. Rocking a boat with your wake is only discourteous until you endanger the boat. (for example, if the boat rocked is tied to a fuel dock and is taking or fuel).
2. Are you willing to write a formal statement or testify to the facts? The probability of the Coast Guard taking enforcement and/or civil action against an individual greatly increases if two or more witnesses will write statements or testify.
3. Do you have all the pertinent facts? Negligent circumstances surrounding the negligent action must be reported. Dropping off a water skier is not a negligent act. Dropping off a water skier at a sandy beach where swimmers are present, thereby endangering life, is a negligent act.
4. Provide as much of the following information as possible:
  - a. Description of the offense.
  - b. Description of the offending boat.
  - c. Description, name and/or address of the operator.
  - d. Time and place of the incident.
  - e. Body of water, location.
  - f. Injuries or property damaged.
  - g. Witnesses.
  - h. Description of the incident.

After you have all the information, contact the Coast Guard to report the negligent act. If the negligent operator is still in the area of the incident, make the Coast Guard aware of that person's presence.

## Littering

It is unlawful to litter on state waters. Many forms of litter including polystyrene cups, plastic bags, bait packages, and monofilament line can kill or injure birds, fish, and marine mammals. Properly dispose of your litter on shore.



## Marine Patrols

To aid those in distress in our waters and to assure that the requirements of law are obeyed, Alaska State Troopers, State Park Rangers, some municipal police departments, and the U.S. Coast Guard enforce boating laws. The United States Coast Guard operates recreational boating patrols in waters under federal jurisdiction.

Whenever you are contacted by one of these officers, you must stop and permit the officer to come alongside to check your certificate of number and required safety equipment. **Law violators can expect to be cited.** When approached by a law enforcement vessel using its siren or flashing light, you must slow to a speed sufficient for safe steering only. You may resume speed when out of the vicinity or at the direction of the officer.

Safe boaters will find these officers helpful friends. On occasion, you may be stopped and warned of an anticipated storm or cautioned of potential dangers arising from your operation.

## Boating Accidents

The operator of a watercraft involved in an accident (including a collision or casualty) must give the other persons affected by the accident assistance that will save them from or minimize the danger caused by the accident, and must give the operator's name, address, and identification of the operator's watercraft in writing to any person injured and to the owner of any property damaged in the accident (AS 05.25.030).

## Report Required

If a boating accident occurs and results in a fatality, injury, or property damage over \$100, the boat operator or owner must make a written report of the accident to the U.S. Coast Guard, or Alaska State Troopers (AS 05.25.030).

# PREPARATION

An accident report form can be obtained from the Alaska State Office of Boating Safety or the U.S. Coast Guard.

## Required Safety Equipment

Equipment requirements vary with the size of the boat, its source of power, and whether the boat is used on waters with State, federal or joint jurisdiction. Type of construction and motor will also cause equipment requirements to vary. Personal watercraft are also considered boats. Additional equipment recommendations are found in the PRE-DEPARTURE CHECKLIST.

## Federal Laws

In Alaska, federal boating regulations and equipment requirements apply on salt water and on all inland waters determined by the federal government to be navigable. Boats using those waters should obtain a current copy of Federal Requirements and Safety Tips for Recreational Boats or visit the U.S. Coast Guard web site at: <http://www.uscgboating.org/fedreq/>.

## State Laws

### Safety Requirements (AS 05.25.010)

- Watercraft operated on State inland waters must carry at least one life preserver, lifebelt, ring buoy, or other device of the sort approved by the USCG for each person on board, placed so as to be readily accessible.
- The operator of a watercraft on the water of the State (including salt water) may not transport a person under 13 years old on the deck of a watercraft or in an open watercraft unless the person is wearing a USCG approved Type I, II, or III personal floatation device (PFD).
- A watercraft operated on inland waters must carry and exhibit between sunset and sunrise at least one white light to show all around the horizon.
- A motor-driven watercraft operated for hire must carry a fire extinguisher capable of promptly and effectually extinguishing burning gasoline.

### Water Skis and Surfboards (AS 05.25.020)

- Watercraft towing water skiers or persons using similar devices must be equipped with a rear view mirror, or there must be an observer at least 12 years old on the boat.
- A person may not operate a watercraft on the water of the State to tow a person under 13 years of age on water skis or similar devices unless the person being towed is wearing a USCG approved Type I, II, or III personal floatation device (PFD).
- All peace officers in Alaska may enforce state boating laws.

**Note:** Additional regulations and local ordinances may apply depending on jurisdiction(s). Always check with local authorities before boating in unfamiliar areas.

Following is a description of the equipment required by either state or federal law.

## Fire Extinguishers

Each fire extinguisher is classified by Roman numeral and letter according to its size and the type of fire it is meant to extinguish. The following is a listing of the fire types and their corresponding letter.

- A. Fires of ordinary combustible materials.
- B. Gasoline, oil, and grease fires.
- C. Electrical fires.

Extinguishers approved for motorboats are hand-portable, of either B-I or B-II classification.

An approved extinguisher bears the label of a testing laboratory and will include either Coast Guard approval number or specify "Marine Type USCG."

Boaters should be familiar with the correct use of fire extinguishers.

### Some Additional Points:

1. Keep a shipboard fire downwind, turn the boat so the flames and smoke blow away from the craft rather than over it.
2. Do not test fire an extinguisher (this breaks the seals and causes leakage). ALL extinguishers should be serviced at least every two years. See label for additional servicing information.
3. Store extinguishers where a fire is NOT likely to break out. An extinguisher mounted over the galley stove or inside the engine compartment may be impossible to reach if needed.
4. An extinguisher stored horizontally is less susceptible to packing or caking of the powder charge, caused by vibration and settling.



Extinguisher gauge must indicate fullness.

Extinguishers without gauges must be weighed and tagged every six months.

Read the label for servicing requirements.

5. Aim the extinguisher nozzle at the source of the fire (beneath the flames) and sweep back and forth. Remember that a Type B-I extinguisher empties in less than 10 seconds.

6. Save some of the charge for a reflash or, better yet, carry a spare extinguisher.

# PREPARATION

## Personal Flotation Devices (PFDs)

By law, all boats must carry at least one Coast Guard approved personal flotation device for every person aboard. Such devices must be in serviceable condition. They must not have any rips, tears, or broken straps. All devices must be kept readily available for use in an emergency situation.

**Note: Personal flotation devices in a plastic bag or in a storage compartment are not considered readily available.**

Everyone on board boats in Alaska should wear personal flotation devices at all times. All devices must be of a suitable size. Adult devices do not satisfy legal requirements for children just as children's devices do not meet flotation requirements for adults.

The Alaska State Office of Boating Safety highly recommends testing your PFDs before using them. This provides the opportunity to evaluate your PFDs and increases your confidence prior to an actual emergency.

### Buoyancy

Buoyancy is the upward force that water exerts on an object less dense than water. An adult human, on average, is slightly more dense than water and "weighs" about 10 lbs. in water. That means you weigh 10 lbs. more than the water your body displaces. Wearing a PFD overcomes this negative buoyancy, helping you float with far less effort.

### Choosing a PFD

The following chart describes the "types" of PFDs available, their relative buoyancy, and their advantages and disadvantages.

Remember that a PFD with less than 20 lbs. of buoyancy is not adequate for breath control in rough seas.

No one PFD is perfectly suited for all situations.



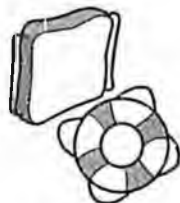
Type I



Type II



Type III



Type IV

<i>Type</i>	<i>Buoyancy</i>	<i>Comments</i>
<b>I</b> "Offshore"	22 lbs. min.	Intended for use off-shore, in open or coastal waters, or potentially rough seas where quick rescue may not be likely. Very good buoyancy. Moderate expense. Tends to float an unconscious person face up. Uncomfortable. Very little hypothermia protection.
<b>II</b> "Near Shore"	15.5 lbs. min.	Designed for general boating activities. Suitable for protected areas where rough water is not likely or for activities where quick rescue is available. Inexpensive. Tends to float a person face up. Very little hypothermia protection.
<b>III</b> "Flotation Aid"	15.5 lbs. min.	Intended for general boating activities or specialized activities such as canoeing, skiing, or fishing due to the freedom of movement it allows. Suitable for protected areas where rough water is not likely or where quick rescue is likely. Comfortable. More expensive. Some hypothermia protection.
<b>IV</b> "Throwable"	16.5 lbs. min.	Intended to be thrown to a person who is in the water. Of no use to an unconscious or exhausted person. No hypothermia protection.
<b>V</b> Restricted Use	Varies	Designed and approved for specific, restricted uses or activities. Must actually be worn to count legally as a PFD. Follow instructions on labels carefully. Expensive. Hypothermia protection fair.
<b>V</b> Inflatable	22 lbs. Inflated	Not for persons under 90 lbs. Mechanism dependent, not as reliable as other PFDs. Must be worn to count legally as PFD. Very comfortable. Expensive. No hypothermia protection.

*The best PFD? ..... It's the one you wear!*

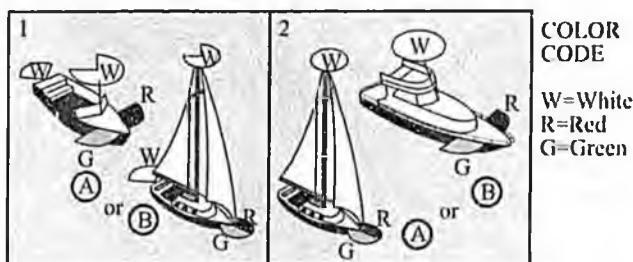
# PREPARATION

## Lighting

Boats must display running lights between sunset and sunrise, and during periods of restricted visibility. A sailboat operating under power or under power and sail must display the proper lights for a powerboat.

This section describes the inland and international light requirements for boats under 20 meters (65 feet 7 inches). In many cases, the lights prescribed for a particular boat are the same under both rules. Any exceptions are noted.

### Power-Driven Boats

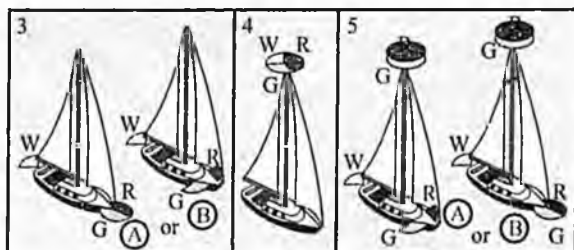


In inland and international waters, a power-driven boat shall exhibit navigation lights as shown in 1. Vessels less than 12 meters (39 feet 4 inches) may show the lights shown in 1 or 2. In international waters, a power-driven boat of less than 7 meters (23 feet) in length whose maximum speed cannot exceed 7 knots may exhibit an all-round white light and if practicable, also exhibit side lights.

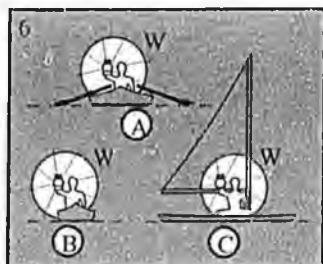
### Sailboats and Boats Under Oars

A sailboat under machinery power and sail is considered a power-driven boat.

Sailboats under sail alone must exhibit navigation lights shown in 3, 4, or 5. A sailboat of less than 7 meters (23 feet) in length may carry an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision (see 6c).



A boat under oars may (a) display those lights prescribed for sailboats or (b) have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision (see 6).



## Anchor Lights

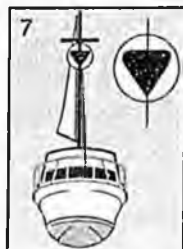
Power-driven boats and sailboats at anchor must display anchor lights. An anchor light is an all-round white light visible for 2 miles and exhibited forward where it can best be seen.

Vessels less than 7 meters (23 feet) are not required to display anchor lights unless anchored in or near a narrow channel, fairway, or anchorage, or where other vessels normally navigate.

Anchor lights are not required on vessels less than 20 meters anchored in a special anchorage designated by the Secretary of Transportation.

## Day Shapes

Vessels under sail also being propelled by machinery must exhibit forward, where it can best be seen, a conical shape, apex down (see figure 7). Vessels less than 12 meters are not required to exhibit the day shape in inland waters.



## Ventilation (Fuel Vapors)

Any boat using a fuel with a flashpoint of 11 degrees or less (gasoline, but not diesel) that has any enclosed engine or fuel tank spaces (not open to the atmosphere) must have an efficient ventilation system to disperse explosive gases.

Natural ventilation consists of at least two ventilation ducts fitted with cowls or their equivalent. At least one exhaust duct extending to the lower portion of the bilge and at least one intake (supply) duct extending to a point midway to the bilge or at least below the level of the carburetor air intake is required.

Boats built after July 31, 1980, are required to have powered ventilation (exhaust blower) for engine compartments that are not open to the atmosphere.

Such boats are required to display a warning label such as this: *"Warning - Gasoline vapors can explode. Before starting engine operate blower for 4 minutes and check engine compartment bilge for gasoline vapors. Gas vapors contained in an enclosed space make a boat a potential bomb waiting to go off!"*

**Note:** Check the galley! Butane and propane are even more dangerous than gasoline. Heavier than air, they flow rapidly into the lower part of the boat and are extremely difficult to remove. If you cook with a liquid petroleum gas such as propane or butane, be sure the fuel tank enclosure is properly vented.

For additional equipment recommendations, see the Pre-Departure Checklist.

# PREPARATION

## PRE-DEPARTURE CHECKLIST

Alaska boaters are often a long way from help. That means we must be as self-sufficient as possible. Adequate pre-departure preparation will insure you are able to prevent or resolve many common problems. You will also be better prepared to assist other boaters.

Always complete a pre-departure checklist.

### Personal Flotation Devices (PFDs)

- Carefully inspected, properly sized and fitted, and worn by each person. They should also be thoroughly inspected and tested in the water when new, and at the beginning of each field season thereafter.
- Type IV with attached floating (1/4" min. diam.) poly line, readily accessible, with other end secured to the vessel.
- Survival (immersion) suits inspected. Zippers adequately waxed, and unzipped in down position.

### Signals

- Horn (or whistle) operational, capable of a 4 second blast, audible for 1 mile. If air horn, have a spare can of air.
- Required number of day and night signal devices. Make sure pyrotechnics have current dates and are packed in an easily accessible waterproof container.
- EPIRB (Emergency Position Indicating Radio Beacon) working and battery current.

### Fire Extinguishers

- Fire extinguisher(s) with gauge, corrosion free, clear nozzles, **FULLY CHARGED**.
- Secured in a horizontal position in a readily accessible location, but **NOT** where fire is likely to occur.
- Secure mounts and brackets.

### Fuel and Oil

- Tanks topped off. Adequate fuel for trip. "Rule of Thirds" = 1/3 out, 1/3 back, 1/3 spare - see FUELING.
- Fuel filter, tanks, tank vents, fuel lines and fittings inspected for leaks, cracks, clogs, and water/dirt contamination.
- Engine oil topped off and/or proper fuel/oil mixture checked.

## Bilges

- Sniff test around the engine and bilge areas for fuel leaks or vapors before ventilating. If detected, stop and search for the source.
- Blower operated/ventilated for 5 min. Before starting engines, sniff test done again. If odor detected after ventilating, stop again and search for source.
- Bilge reasonably dry.
- Oil or waste cleaned up to prevent an illegal discharge.
- Bilge pumps start, run, and shut off properly.

## Main and Auxiliary Engines

- Belts, hoses, and fittings checked.
- Check/clean seawater strainer and check coolant level ( inboard). Check water pump operation - "tell-tale" water stream (outboard).
- Props and lower units inspected.
- Check engine(s) secure on transom - clamps or bolt nuts tight, secure, tighten if necessary and wire clamps together.
- Start / warm-up all engines for 5 minutes - monitor gauges, and check fuel and cooling systems for leaks.
- Test forward and reverse gears, steering, and emergency cut off switches.

## Electrical / Electronics

- Battery switches operational and in proper positions.
- Volt meters confirm proper charging voltage.
- Batteries fully charged and have proper electrolyte level.
- Battery terminal connections tight, and with no corrosion.
- Batteries encased in plastic boxes with terminals covered, secured with a strap.
- Spare batteries for battery powered accessories (cell phone, hand held radio, flashlight), or auxiliary accessories with separate power sources.
- Running and anchor lights checked and working.
- Spare bulbs for lights and spare fuses for all circuits.
- Electric bilge pumps start, run, and shut off properly.
- Jumper cables (if more than one battery).
- All gauges operational.
- All electronic devices operational (cell phone, radios, GPS, Ioran, chart plotter, radar, depth finder).

# PREPARATION

---

## Dock Lines and Ground Tackle

- Main and auxiliary anchors, each with chain and line. At least one anchor attached to an anchor line and ready.
- Knife and shackle key (or wrench) readily accessible.
- Sea anchor, with 200' line.
- Four dock lines, and two or three spare.
- All dock and anchor lines inspected for chafing and wear.
- Two (or more) fenders.

## Other Equipment, Tools, and Spare Parts

• Tools - adequate and in good condition, including fuel filter wrench, adjustable wrenches, screw drivers, open end wrench set, pliers, spark plug wrench, electrical repair kit, locking pliers.

- Manual bailing device.
- Sunglasses or goggles.
- Hearing protection.
- Owner's manual and a troubleshooting or repair manual.
- Foot pump, and fabric repair materials (inflatables).
- First aid kit and prescription medicines in waterproof container.
- Personal survival kit - on your person .
- Watch or small clock.
- Manual propulsion (such as oars or paddles).
- Compass with headings list.
- Signal mirror.
- Flashlight.
- Soundings marked on oar, sounding pole, or a line.
- Water and food, tarp or tent, fire making materials, and spare clothing,

in case of an overnight.

- Inflatable raft or dinghy (larger boats).
- Fuel additive for water/condensation.
- Tide book.
- Chart(s)
- Spare parts, appropriate for the vessel such as right size prop, prop nut and thrust washer, shear pins, spark plugs, various sized hose clamps, starter rope, fuses, bailing wire, fuel filter, duct tape, drain plugs, light bulbs, spare ignition and lock keys, water pump kit.

## Documentation

- Vessel registration certificate, number and decals (or copy of vessel documentation). See **REGISTRATION**.
- Licenses and permits (moorage stickers, fishing license).
- Log book checked (and last few entries read, if boat has multiple operators).

## Trip Planning

- File a float plan - see **FLOAT PLAN**.
- Develop an alternate plan. You will be less likely to "risk it" later if problems develop or conditions deteriorate.
- Weather checked - see **WEATHER & TIDES**.
- Consult tide tables and charts for possible hazards. Check depth, rocks and aids to navigation along travel route.
  - Is everyone properly dressed? A moving boat, even on a nice day, makes its own "weather." Three hours of exposure to wind, sun, glare, vibration and noise doubles reaction time and reduces visual acuity by up to 75%. Carry rain gear.
- Make a Go/No Go determination based on the results of your pre-departure checklist and weather check.

## Passenger Briefing

- Passengers should know the trip plan, and the alternate plan in case of problems or delays.
  - How to start, shift gears, steer, and stop the boat.
  - How to use radios/phones.
  - Adequate clothing worn.
  - Location of and how to use PFDs, survival suits, fire extinguishers, signal devices, EPIRB, rescue devices, survival kit, tool kit, and first aid kit.
- Passengers should have practiced putting on a survival suit on deck (if vessel so equipped).

## PREVENTATIVE MAINTENANCE

Mechanical breakdown is the most common boating problem, (most often caused by inadequate or contaminated fuel, a poorly maintained electrical/ignition system, or a bad water pump). Keep your boat clean, organized and well

# PREPARATION

maintained. Follow maintenance schedules in the owner's manual and keep boat maintenance records up to date and organized.

## WEATHER & TIDES





Before you begin your trip, always check local weather and current weather conditions. For detailed weather information, listen to the National Weather Service VHF/FM broadcasts on frequencies of 162.400, 162.425, 162.475 and 162.550 MHz in areas where available.

Storm warning flags are displayed at selected coastal locations such as Coast Guard stations, and harbors.

These signals are a prediction of potentially dangerous wind or, in the case of small craft warnings, winds and seas dangerous to small boats. Boaters should know these signals and heed their warnings.

If boating in salt water, always carry and use a tide book. Tidal currents can be very strong in some areas of Alaska, causing dangerous "rips" of standing waves. It is usually better to wait for the "slack" between the changes in current direction.

### WEATHER DISPLAYS

Daytime Signals			
Night Signals			
	SMALL CRAFT Winds 21 to 33 knots	GALE Winds 34 to 47 knots	STORM Winds 48 knots or greater

## FUELING

Most fires and explosions happen during or after fueling. To prevent an accident, follow these rules:

1. Fuel before dark.
2. Do not smoke or strike matches.
3. Shut off motors. Turn off electrical equipment.
4. Close all windows, doors, and openings.
5. Take portable tanks out of the boat and fill them on the dock.
6. Keep the fill nozzle in contact with the tank.
7. Wipe up any spilled gasoline. Discard the cloth in a safe manner.
8. Ventilate for at least five minutes. Sniff around to make sure there is no odor of gasoline anywhere in the boat. During pre-departure checks, check the entire fuel system for leaks.
9. Secure and cover battery to prevent terminals from shorting and sparking fuel vapors.

## FLOAT PLAN

Always file a float plan with a family member, friend, or neighbor. Then, if you don't return as planned, help can be notified. The float plan should provide rescue personnel with important information including a description of your boat, registration numbers, number of passengers, where you are going, and when to expect your return. Passengers should also inform friends or family where they are going and when to expect their return.

Be sure to notify the same people when you return, so the float plan can be "closed out" and an unnecessary and costly search avoided.

## BOAT CAPACITY & LOADING

The total weight of passengers, supplies, and motor should not exceed the capacity plate limitations. If you don't have a capacity plate, use the following formula to determine the number of persons the boat will safely carry.

$$\frac{\text{Boat Length in Feet} \times \text{Boat Width in Feet}}{15} = \text{Number of Persons}$$

The results give the number of persons (150 lb. average) that can be put aboard without crowding in good weather conditions.

It is the operator's responsibility to insure that supplies are carefully loaded and all passengers are properly seated. Remember:

1. Spread weight evenly.
2. Fasten gear to prevent shifting.
3. Keep passengers seated.
4. Do not overload.

## LAUNCHING

The following tips are offered to assist you when launching your boat.

1. Check to make sure engine or the hull was not damaged during the trip.
2. Check the ramp for hazards or obstructions.
3. All passengers should be out of the vehicle.
4. Remove all tie-down straps that are securing the boat to the trailer.
5. Tilt engines up, disengage travel brackets or remove transom saver.
6. Check to make sure the ball hitch and safety chains are secure.
7. Check transom plug/s are in.
8. Check winch line and bow safety cable are secure.
9. Unplug wire harness.
10. Prepare wheel chocks - keep at the ready.

## PREPARATION

11. Unlock all vehicle doors.
  12. Unfasten seat belt.
  13. One person acts as lookout and is ready with chocks.
  14. Boat backed in just until it floats or can easily be pushed off of trailer. If possible, do not immerse rear wheels of vehicle.
  15. Put truck in first gear, or park, and put on parking brake.
  16. Place chocks.
  17. Bow line secured or handed to assistant, and the winch cable and bow safety cable removed.
  18. Boat guided off of trailer and secured to dock, or guided up to shore.
- Practice backing your boat and trailer until you are proficient. A ramp is not the place to learn how to back a trailer.

**Be courteous. The less time you spend on the ramp or at the dock the more other boaters will appreciate you.**

## TRAILERS

Alaska law requires that boat trailers be registered.

Boat trailers are also subject to the lighting requirements of Title 13 of the Alaska Administrative Code. Check your lights before traveling.

Booster brakes are best with heavy boats. The driver of the towing vehicle must be able to safely stop in a reasonable distance. Check the function of the brakes on flat ground before traveling. Allow more time and distance for braking while towing.

Before towing consider: Does your vehicle have adequate power? Is the transmission capable of towing? Are adequate cooling systems installed?

Adequate tie-downs are necessary at the bow and stern.

Bumper hitches are not recommended. Hitches should be welded or bolted to the frame of the towing vehicle.

The tow bar and coupler must be the same size. Tow ball and fasteners should be tight and secure. Two safety chains crossed under the coupler prevent the trailer tongue from dropping to the ground in the event the tow bar or coupling device fails. The chains must have a tensile strength equal to the weight of the trailer, and adequate length to permit turning of the vehicle. The tip of the chain hook should face the vehicle, not the boat.

Check overhead and side clearances. Place antennas in down position.

Check the tires, spare and wheel bearings before and after each use. Stop periodically and check the bearings for overheating.

Rinse the trailer with fresh water following salt water immersion.

## THEFT PREVENTION

Nationwide, vessel theft has become big business. To help defend you from thieves, follow these tips:

1. Take loose gear and valuables with you when you leave the boat.
2. Secure your outboard motor to the boat with a padlock through the two holes in the thumbscrews.
3. Padlock all hatches and storage compartments. Use hasps that have concealed screws (dead bolts provide better security where usable).
4. Secure your trailer to your vehicle with a chain and lock. Immobilize the trailer by removing a trailer wheel and/or blocking up frame.
5. Mark and record your property. Record all serial numbers and store the list in a safe place. Use a video camera to record your boat, trailer, registration, and equipment.
6. Be alert to strangers in the area.
7. Install an audible alarm.



Be Cool, Not Cold!

# UNDERWAY

---

## OPERATING TIPS





- Do not run at full throttle. Keep just enough speed to keep "on step." This is called "cruising speed." It is easier on the engine, and greatly improves fuel economy (without sacrificing much speed).
- Obey navigation rules and waterway markers.
- Proceed slowly in shallow water and watch water depth carefully.
- Maintain a clear, unobstructed view forward at all times. "Scan" the water back and forth; avoid "tunnel" vision. Most boating collisions are caused by inattention.
- Respect small boat instability.
- Avoid rough water - wait until conditions improve.
- If you get caught in rough weather, proceed to the nearest protected area. Run into the wind, and "tack" back and forth at 45° - 85° angle to the waves. Travel distance will be doubled, so make sure you have adequate fuel.
- Wind and waves are often worse in the middle of an inlet, when rounding a point, and at the mouth of a bay where wind current and seas collide.
- You can improve vessel stability by asking passengers to sit low, on the floor.
- If you lose propulsion, one option is using a "sea anchor" to keep the bow into the waves. A plastic bucket with a hole in the bottom tied by a line to the bow will work.
- Become proficient with basic boater's knots including the bowline, figure 8, cleat hitch, and anchor bend.
- Always fasten the emergency cut off cable to you, especially when operating an open skiff or personal watercraft.
- Do not stand while operating unless the boat is rigged for that type of operation.
- Never begin a trip with conditions at the limit of your experience. Always leave a comfort margin.





## AIDS TO NAVIGATION

Navigational aids and waterway markers are like traffic signs. They are placed at various points along our waterways to help boaters locate their position and steer clear of hazards in specially designated areas.



All navigational aids and waterway markers are protected by law. It is a criminal offense to damage or interfere with them. Never tie your boat to a buoy, day beacon, or light structure mooring. If you should collide with or damage an aid to navigation, report it immediately to the Coast Guard or local law enforcement office.


### INLAND WATERWAY MARKER SYSTEM

<p><b>BOATS KEPT OUT</b> Explanations may be placed outside the cross-diamond shape such as dam, rapids, swim area</p>		<p><b>DANGER</b> The nature of the danger may be indicated by words inside the diamond shape, such as shoal, reef, wreck, dam</p>	
<p><b>CONTROLLED AREA</b> Type of control is indicated within the circle such as 5mph, no anchoring</p>		<p><b>INFORMATION</b> For displaying of factual information such as directions, distances, location</p>	

Marker on piling	Marker on special purpose buoy	Mooring buoy	Dual purpose marker on land
			

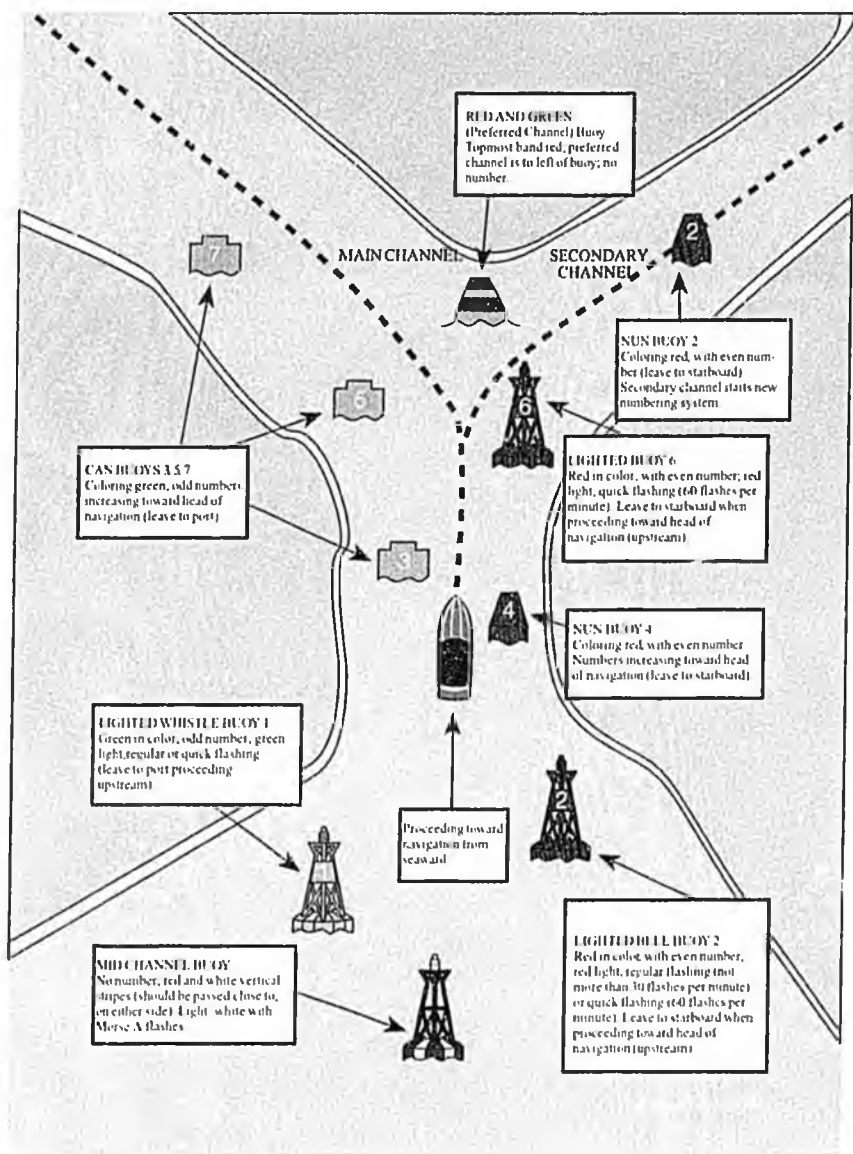
### COAST GUARD CHANNEL MARKERS

Marks left side of Channel	Marks right side of Channel
	



When returning from main water body or proceeding upstream

## FEDERAL CHANNEL MARKER SYSTEM



## RULES OF THE ROAD

To help everyone avoid collisions, the following rules of the road apply. On the water, the stand-on boat has the right of way. The give-way boat must keep out of the stand-on boat's way.

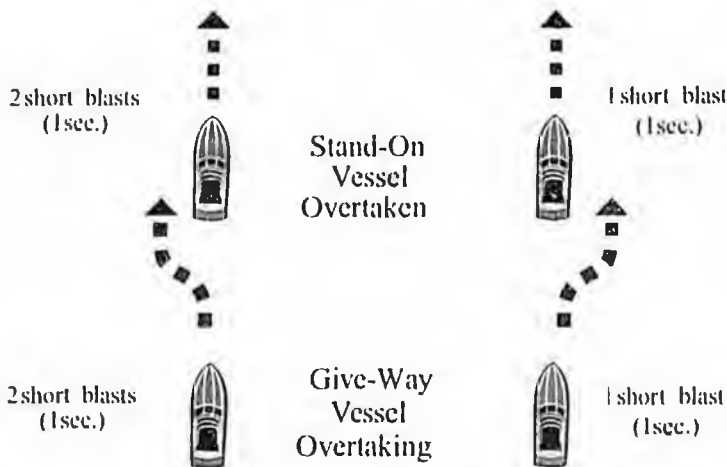
### Crossing Situation

The boat to starboard (right) is the "stand-on" boat and has the right of way. It must hold course and speed. The give-way boat keeps clear and passes behind the stand-on boat.



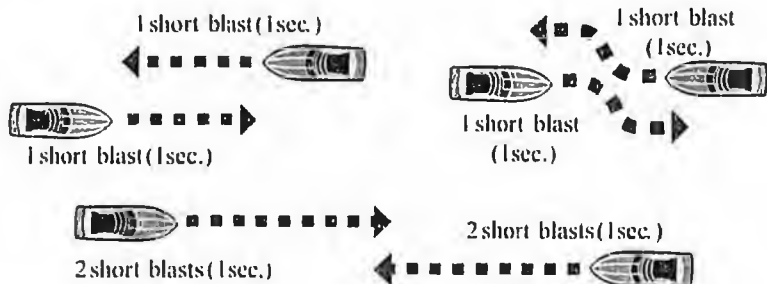
### Overtaking

A boat being overtaken has the right of way. It must hold course and speed. The passing boat must keep a sufficient distance to avoid collision or endangering the other boat with its wake. If passing, be prepared to use a sound signal to indicate your intentions.



## Meeting Head-On or Nearly So

When two boats approach each other "head-on," each must alter course to the right to avoid collision. If the two boats are far to the left of each other, no change in course is necessary.



## More Rules of the Road

- Less maneuverable boats such as sailboats, rowboats, and canoes usually have right of way over powerboats, except in an overtaking situation.
- Small boats must yield to deep draft vessels in narrow channels. Deep draft vessels are limited in maneuverability and to navigating within the channel.
- Anchoring a boat in a position that obstructs a passageway ordinarily used by other boats is against the law.

## Proper Look Out

Boat operators should be knowledgeable enough to recognize lights, waterway markers and boats as well as other hazards, and maintain a proper look out for danger at all times, but especially during times of restricted visibility.

## Safe Speed

Boat operators must maintain a safe speed at all times to avoid collision. Safe speed takes into consideration such factors as visibility, traffic, weather conditions, water depth, and vessel maneuverability.

## Anchoring

To anchor, bring the bow into the wind or current and put the engine in neutral. When the vessel comes to a stop, lower, do not throw, the anchor over the bow. The anchor line should be at least 7 times longer than the depth of

water.

Anchoring a small boat at the stern has caused many to swamp, capsize and sink. Never anchor at the stern.

Pull lower units out of the water to prevent wrapping the anchor line around them.

Avoid leaving a boat on its own anchor unattended. Current, wind and wave conditions may change, and can cause an anchor to foul or drag. Maintain an anchor watch.

If the boat is small, consider taking the boat up the beach (beyond the high water line) and securing it. Other options include using designated mooring buoys, or setting up a "running line" (with a safety line) to the shore.

Select the right anchor for the bottom conditions.

## EMERGENCIES

(Caution: These procedures may not apply in all situations.)

### Surviving Cold Water

#### Be Prepared

Being prepared for boating in Alaska means always wearing a PFD (personal flotation device). Trying to put your PFD on after you find yourself in the water is very difficult. Equip your PFD with items that will attract attention. Reflective tape and a flashing light, secured high on your PFD, will make you more visible. Carrying small aerial flares, smoke canisters, and a plastic whistle can also help draw the attention of passing boats or rescue personnel.

PFDs don't always work the same way on all people. It is always a good idea to test your PFD before you take it boating and at the start of each boating season. This will help you evaluate its performance, and will build your confidence.

**Being prepared for boating in Alaska means always wearing a PFD!**

Drugs or alcoholic beverages should never be consumed while boating. Intoxicants impair critical lifesaving decisions and contrary to popular belief, alcohol will not warm a person. In fact, alcohol dilates blood vessels and increases heat loss.

Knowledge of emergency procedures and survival techniques will give you confidence. Being prepared, maintaining a positive attitude, and remaining calm in an emergency can be the difference between life and death.

## Effects of Cold Water Immersion

Nearly all water in Alaska is considered "cold." Cold water immersion can cause immediate problems including disorientation, unconsciousness, and occasionally, heart attack. If your plunge is sudden, cold water shock can trigger hyperventilation or a gasp reflex. Either can be fatal if your face is under water.

Water transfers heat 25 times faster than air. In just a few minutes, self-rescue becomes difficult, as your extremities are quickly numbed by the cold. Your hands will have trouble holding a life jacket, rescue line, floating object, or overturned boat. Within a few minutes, severe hypothermia sets in and unconsciousness quickly follows.

## Hypothermia

Hypothermia is the lowering of the body core temperature. Unconsciousness can occur when your core temperature drops below 90°F. Death usually occurs at approximately 80°F, though most victims of immersion hypothermia die by drowning.

## Hypothermia Prevention

Obviously, the best way to prevent immersion hypothermia is to avoid immersion in the first place. If you suddenly end up in the water, however, every effort should be made to get out of the water, or at least slow your cooling rate. Techniques that will increase your survival time take into account the following:

- Your body cools 25 times faster in cold water than in cold air.
- Heat loss is increased through movement.
- Most heat is lost through the head and neck area.
- Other major areas of heat loss are sides of the chest and the groin area.

If you fall into cold water, do not panic. Air trapped in clothing and footwear will provide significant buoyancy as long as you remain still in the water. Do not remove your clothes or shoes, they provide added thermal protection. If your boat capsizes, try to right it and climb back in. If this is not possible, climb on top of your boat, getting as far out of the water as possible. If you cannot get out of the water, use the "help" and/or "huddle" positions, and at least keep your head and neck out of the water. Even if the air is colder than the water, it is better to get out of cold water.

## "Help" and "Huddle"

The "Heat Escape Lessening Posture" (HELP) is only possible when wearing a personal flotation device. Hold the inner side of your arms tightly against the sides of your chest, press your thighs together, cross your feet and raise your knees to your chest and keep as still as you can. Life jackets with their



Help position

Small groups should form a tight “huddle” so bodies work together to protect high heat loss areas. Small children and injured or unconscious persons can be placed in the center of the huddle, to be supported by one group.

flotation high on the body are best for this technique. PFDs with evenly distributed flotation may cause some instability. If that happens, lower your legs a little but keep them together.



Huddle position

## Swimming

Swimming in cold water will not keep you warm. You may feel warmer, but you actually lose over 30% more heat swimming than remaining still. In cold water, safety always looks closer than it is. Swimming to safety is only recommended if you are very close to shore or another boat and you are absolutely sure of making it. Wearing a PFD in this situation can make the difference between life and death.

If you chose to swim, you reduce your survival time in the water. If you must swim, use survival swimming techniques:

- Keep your head up and out of the water.
- Stay on your back.
- Keep your upper arms close to your chest, using only your forearms.
- Keep legs bent, use a flipper kick if necessary.
- Stay calm and conserve your energy.
- Use floating objects to help you.
- Swim slowly and calmly to safety.

## Hypothermia Treatment

A person who has been in the water for even a few minutes is probably suffering from some degree of hypothermia. The main concerns in treating cold water immersion and hypothermia are preventing further heat loss and obtaining medical help quickly. During rescue, great care should be taken to ensure that the victim avoids physical exertion, trauma, and going from a horizontal to

## UNDERWAY

vertical position. Handle the victim gently. Jarring the victim might adversely affect the victim's heart rhythm. Give nothing by mouth if the victim is in an altered state of consciousness. Do not give the victim alcohol. Seek medical help at once.

A victim found unconscious floating face down in or under cold water may be a victim of cold water near-drowning. Blue skin coloration, no detectable breathing, no apparent heartbeat or pulse, and fully dilated pupils are typical symptoms. This does not necessarily mean the victim is dead. Immediate and continuous CPR may save an individual in this situation.

All Alaskan boaters should maintain current CPR and first aid certification.

### Person Overboard

If someone falls overboard:

1. Swing the stern of the boat away from the person to reduce propeller danger.
2. Throw a lifesaving device or other floating object to the victim immediately, even if the person is a swimmer. Be careful not to hit the person. A life ring is best because it is designed for this purpose, but do not wait to get a life ring if another item is closer at hand. Speed is most important.
3. Keep the person in view. Have a passenger act as a lookout. At night, direct the best possible light on the victim. Do not lose sight of the victim.
4. Approach the person from downwind or downstream. The maneuver to use in approaching a person depends upon the existing conditions (water temperature, water conditions, victim's physical capabilities, whether you are alone, availability of other ready assistance, boat maneuvering room)
5. Reach for the person with an oar or paddle. If the person is too far away, throw them a Type IV PFD, with a floating line, and tow the person to you. Do not go in the water unless it is a last resort and you are wearing a PFD.
6. Assist the person in boarding the boat. It is often difficult to climb into a boat from the water, and the individual who is hurt or cold may not be capable of getting on board without help. In small boats, the weight of a person sus-



pended from the side can be enough to tip the boat and cause it to take in water. The best procedure for getting back in a small boat is over the stern or bow, depending on the boat's construction. Common sense dictates that the propeller be stopped when pulling a victim in over the stern.

## 7. Treat for hypothermia.



**Pets go overboard too!**

## Recognized Distress Signals

Signals illustrated below are recognized as indicate that a boat is in distress and requires assistance. However, other methods may be used.



WAVE ARMS SLOWLY UP AND DOWN



WAVE ORANGE FLAG



SOUND HORN, BELL OR WHISTLE REPEATEDLY



SET OFF ORANGE COLOR D/SMOKE SIGNAL



USE PIROUETTE OR FLARE



DISPLAY ORANGE AND BLACK CODE PENNANTS



SEND "MAYDAY" ON RADIO



BLINK FLASHLIGHT OR WHITE LIGHTS ON

## MORE COURTESY / LESS REGULATION

Eliminate conflicts by using some simple courtesy. The following courtesy code is recommended for all boaters. Remember:

1. When launching and loading boats, avoid blocking ramps and docks when others are waiting to use the facility.
2. Watch your wake, particularly when operating near docks, floating homes, moorages, and ramps. You are responsible for your wake.
3. Be alert for swimmers, water skiers, slow moving boats and personal watercraft.
4. When launching or mooring a boat on private property, ask the owner's permission.
5. Avoid operating continuously on water near private property.
6. Avoid spraying people with jet or water-ski wake.
7. Give fishermen a wide berth. They have lines out.
8. Keep clear of commercial traffic, especially barges.
9. Powerboats must give the right-of-way to nonpowered boats.
10. If you are a river boater, please be considerate of other users, scout each river before running and know the local bank/river fishing spots.



**WEAR YOUR  
LIFE JACKET!**  
**BOAT SMART FROM THE START.**

# WATER SPORTS

---

## WHITewater BOATING

Many boaters enjoy Alaska's whitewater rivers. Unique dangers are found on these waters, which claim more and more lives each year. Fatal accidents are usually due to inexperience and lack of caution.

Operating a kayak, canoe, rubber raft, or drift boat takes special skills and good physical conditioning. The following are important whitewater boating safety tips:

1. Obtain good equipment.
2. Carry spare oars or paddles, and spare clothing.
3. Wear personal flotation devices.
4. Take a swiftwater rescue class.
5. Know the river, especially where rapids, falls or other hazards such as rocks and strainers are located. Always scout rapids from shore.
6. Never boat alone.
7. Be prepared for exposure by dressing properly.
8. Most of Alaska's waters are cold year round and hypothermia is always a danger.

Whitewater publications are available in most public libraries. These books and guides should be read by people planning to drift these beautiful but often dangerous waters.

## WATER SKIING

To make water skiing safer and more enjoyable for all, boat operators must observe the following laws:

- Skiing between sunset and sunrise is prohibited.
- There must be another person 12 years of age or older, aboard as a lookout, or a rear view mirror installed on the boat.

The operator and/or skier must not operate:

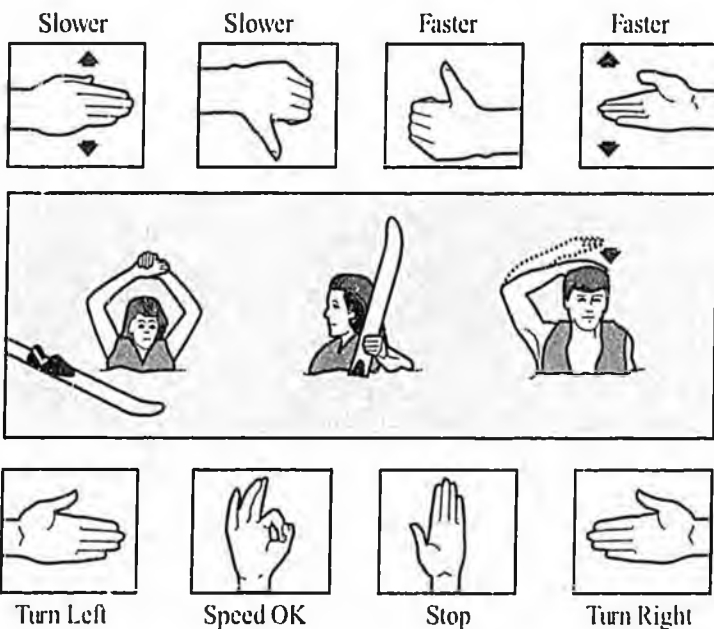
- In a manner endangering the safety of persons or property.
- Under the influence of intoxicating liquor or drugs.
- Wear your PFD. It's the law if the skier is under 13.



# WATERSPORTS

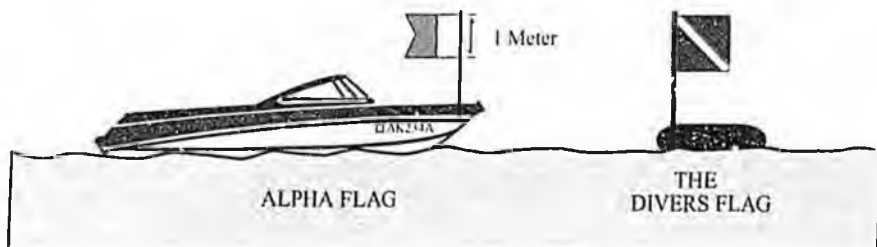
Here are some good tips for skiers:

- Always keep an eye on the water ahead.
- If you fall, hold up a ski or arm to signal driver you're OK.
- When landing, come in parallel to the shore at low speed.
- Falls are inevitable. In fact, its a very practical way to stop. Simply sit down in the water, or if you're going to fall sideways, curl up into a ball before you hit. Always throw the towbar well clear to avoid becoming tangled in the rope.
- Do not ski in shallow water or near swimmers.
- Do not wrap the rope around any part of your body.
- Do not ski at night.
- Do not yell "hit it" until the rope is taut and you're ready.



## DIVING

Alaska law recognizes that a red flag with a white diagonal stripe (commonly called the "diver's flag") indicates a person is engaged in diving in the immediate area. Displaying the "diver's flag" is not required by law and does not in itself restrict the use of the water. When operating in an area where this flag is displayed, boaters must stay at least 100' away from the flag unless they are operating at no-wake speed.



## PERSONAL WATERCRAFT

One of the fastest growing forms of outdoor recreation in Alaska and in the United States is riding personal watercraft (PWC).

Personal watercraft are boats and operators of personal watercraft have the same responsibilities as any boat operator.

It takes skill to operator a personal watercraft safely. Most personal watercraft accidents are due to collision. Avoid tunnel vision by continuously scanning the water from side to side. Unlike a conventional powerboat, a personal watercraft can only be steered if it is being powered forward. Releasing the throttle to avoid a collision will result in a loss of steerage and control.

Personal watercraft operators should take boating safety courses and PWC courses before operating.

### Personal Watercraft Rules

1. Slow to 10 mph when you are approaching within 100 feet of another motorboat or sailboat underway.
2. Slow to no-wake, maximum 5 mph when within 100 feet of anchored vessels or non-motorized craft.
3. Operate at slow no-wake, maximum 5 mph when within 200 feet of a shoreline.
4. Operate at slow no-wake, maximum 5 mph within 200 feet of a swimmer.

# WATERSPORTS

surfer, shoreline angler or diving flag. Also, within 200 feet of a dock, launch ramp, moorage, floating home or boathouse, pier or swim float.

5. Wear a Type III life jacket.
6. An engine shut-off lanyard, if equipped, should be attached to the person operating the boat.
7. Do not use alcohol before or during operation.
8. Avoid wake jumping and operating near other boats and big ships.
9. Do not operate a personal watercraft within 200 feet behind a waterskier.
10. Observe speed limits and no wake zones.
11. Avoid operating too close to residential and congested areas.
12. Avoid operating in the same area for extended periods.

*Personal watercraft operation is prohibited on some waterways. For more information check local regulations.*

Safe and courteous operation of personal watercraft will help prevent further regulation and keep our waterways safer for all.

For more information on operating personal watercraft, contact the State Office of Boating Safety.



# REGISTRATION

---

Unlike other states, boats in Alaska are currently registered by the U.S. Coast Guard.

All boats in Alaska that are equipped with any type of motor and used on waters subject to federal jurisdiction, (including inland navigable waters) must be registered.

Exceptions include:

1. Certain public vessels.
2. Foreign vessels.
3. Vessels currently registered in other states.
4. Ship lifeboats used solely for lifesaving purposes.
5. Vessels documented by the U. S. Coast Guard.

(Failure to have proper certificate of number/registration may result in a penalty of up to \$1000.)

## How to Register

To register a vessel, the owner must complete an application for certificate of number/boat registration in Alaska and mail to:

Boat Registration  
17<sup>th</sup> Coast Guard District  
P. O. Box 25517  
Juneau, AK 99802-5517

Or, present the application in person to the Coast Guard Boat Registration Office at:

709 W. 9<sup>th</sup> Street Rm. 771  
Federal Building  
Juneau, AK 99801  
Phone: 1-800-478-6381  
(907) 463-2294

\*\*Walk in hours are 10:00 am-1:00 pm Mon.-Fri.

# REGISTRATION

In addition, a fee must be paid and the owner must provide proof of ownership:

1. If the vessel is currently registered in the District of Columbia or any of the following states, submit the properly signed certificate of title:

California	Minnesota	Rhode Island
Missouri	South Carolina	Florida
Montana	South Dakota	Illinois
Nevada	Texas	Indiana
New Jersey	Utah	Iowa
New Mexico	Vermont	Kentucky
New York	Virginia	Maryland
North Carolina	Washington	Massachusetts
Ohio	West Virginia	Michigan
Oklahoma	Wisconsin	Oregon

2. Owners of vessels from non-title states or within Alaska must provide a bill of sale from the last registered owner and provide a copy registration/certificate of number from the previous state, if other than Alaska.

3. Owners of new vessels must provide the dealer's invoice/bill of sale. If the vessel is homemade, provide a notarized claim of homemade boat builder. Note: Applications will be rejected without a documented claim of ownership. Exempted vessels are amphibious vehicles and vessels used by dealers or manufacturers for demonstration purposes. The certificate of number is valid for three years from date of issue.

**Note:** The certificate of number must always be carried on board when operating your vessel.

#### **Fees: Certificate of Number/3 Year Renewal/Fee Schedule:**

Original Number/Renewal of Number/Transfer of Ownership: \$6.00

Duplicate Certificate of Number \$1.00

Replacement Decal:

\$0.25(ca)

**Note:** An increase in vessel registration fees is anticipated in early 1999. Contact the Boat Registration Office for updated fees at (800)478-6381.

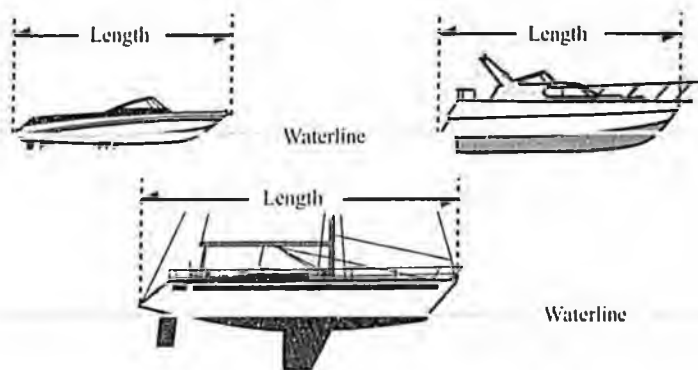
## Change in Vessel Status

Vessel owners are required to report within 15 days changes of ownership, address, theft, or recovery of vessel, and loss or destruction of certificate of number. It is the new owner's responsibility to register the vessel in his or her name. Vessels registration numbers will transfer with the vessel to the new

owner. Vessels without Alaska registration numbers will receive new number designation.

## Measuring Vessel Length

The length is measured from end to end excluding sheer. This is straight-line measurement of the overall length from the foremost part of the boat to the aft part of the boat, measured parallel to the centerline. Bowsprits, bumpkins, rudder, outboard motor brackets, and similar fittings or attachments are not included in the measurement. Length shall be stated in feet and inches.



## Display of "AK" Number and Decals

The "AK" number assigned by the U. S. Coast Guard must be attached or painted on each side of the forward half (bow) of the vessel above the waterline. The numbers and letters must be in **block format, no less than 3 inches in height, reading left to right, spaced equally, and be of contrasting color to the background** on which numbers and letters are attached.

Validation stickers (decals) must be placed within 6 inches of the number. No other number or letters shall be displayed nearby if they interfere with the identification of Alaska registration number of the vessel. Only current decals shall be displayed.

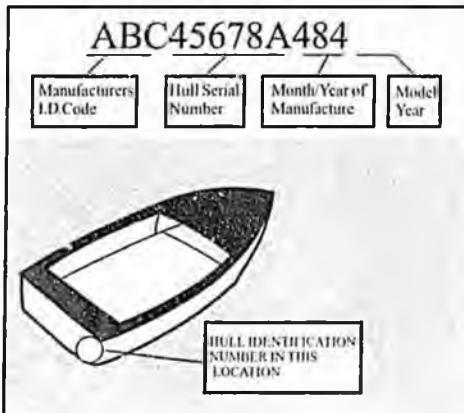


# REGISTRATION

## Hull Identification Number

All vessels manufactured after November 1, 1972, must have a hull identification number permanently displayed and affixed in accordance with U. S. Coast Guard Regulations before the vessel can be sold.

### HIN (Hull Identification Number)



## Notification Requirements

The owner is required to notify the U. S. Coast Guard in writing:

1. Within 15 days if the vessel is destroyed, stolen, or documented. If stolen, the owner should report the theft to the local police department.
2. Within 15 days of any change of address.
3. If the certificate of number or validation stickers (decals) of the vessel are lost or destroyed.

Please note that the owner is responsible for any damage caused by an abandoned or sunken vessel in navigable waters. If a vessel is blocking a waterway, the owner can be required to remove vessel at his or her own expense.

Anyone finding an abandoned vessel shall contact his or her local police department, harbor master office, Alaska State Troopers, or U. S. Coast Guard Marine Safety Office closest to where the vessel was found.

## Documented Vessels

Documented vessels are vessels that are greater than five net tons involved in commerce/commercial purposes, although recreational vessels may be documented rather than registered at owner's discretion. For information please

# REGISTRATION

contact the **National Vessel Documentation Center**, 2039 Stonewall Jackson Drive, Falling Waters, WV 25419-9502, phone 800-799-8362.

You may also contact the Documentation Center at their web site: <http://www.dot.gov/dotinfo/uscg/hq/g-m/vdoc/nvdc.htm>



# CONTACTS

---

## Phone Numbers:

Alaska State Troopers	(907)428-7200
Coast Guard Auxillary Classes	1-800-478-6381
Coast Guard Fishing & Safety	1-800-478-7369
Coast Guard Registration	1-800-478-6381
Coast Guard Search & Reseuc	1-800-478-5555

## Ports & Harbors:

Anchorage	272-1531
Bethel	246-6168
Cordova	424-6400
Dillingham	842-5211
Haines	766-2448
Homer	235-3160
Juneau	586-5255
Kenai	283-7535
Ketchikan	225-3111
Kodiak	466-8080
Nome	443-2918
Petersburg	772-4688
Sand Point	383-2696
Seattle	(206) 728-3397
Seldovia	234-7886
Seward	224-3138
Sitka	747-3439
Skagway	983-2628
Valdez	835-4981
Whittier	472-2330
Wrangell	874-3736

## Alaska State Office of Boating Safety:

Alaska Division of Parks & Outdoor Recreation  
Office of Boating Safety  
3601 "C" St. #1280  
Anchorage, AK 99503

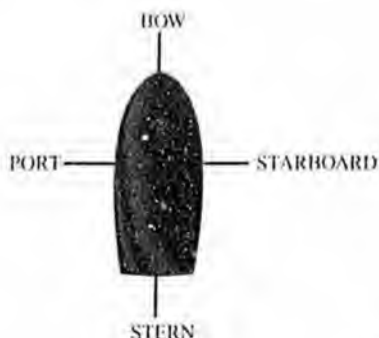
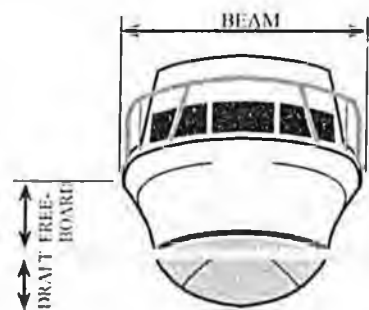
Jeffrey S. Johnson, Boating Law Administrator  
(907)269-8706 fax (907)269-8907

e-mail: [Jeff\\_Johnson@dnr.state.ak.us](mailto:Jeff_Johnson@dnr.state.ak.us)

web site: <http://www.dnr.state.ak.us/parks/boating>

# BOATING TERMS

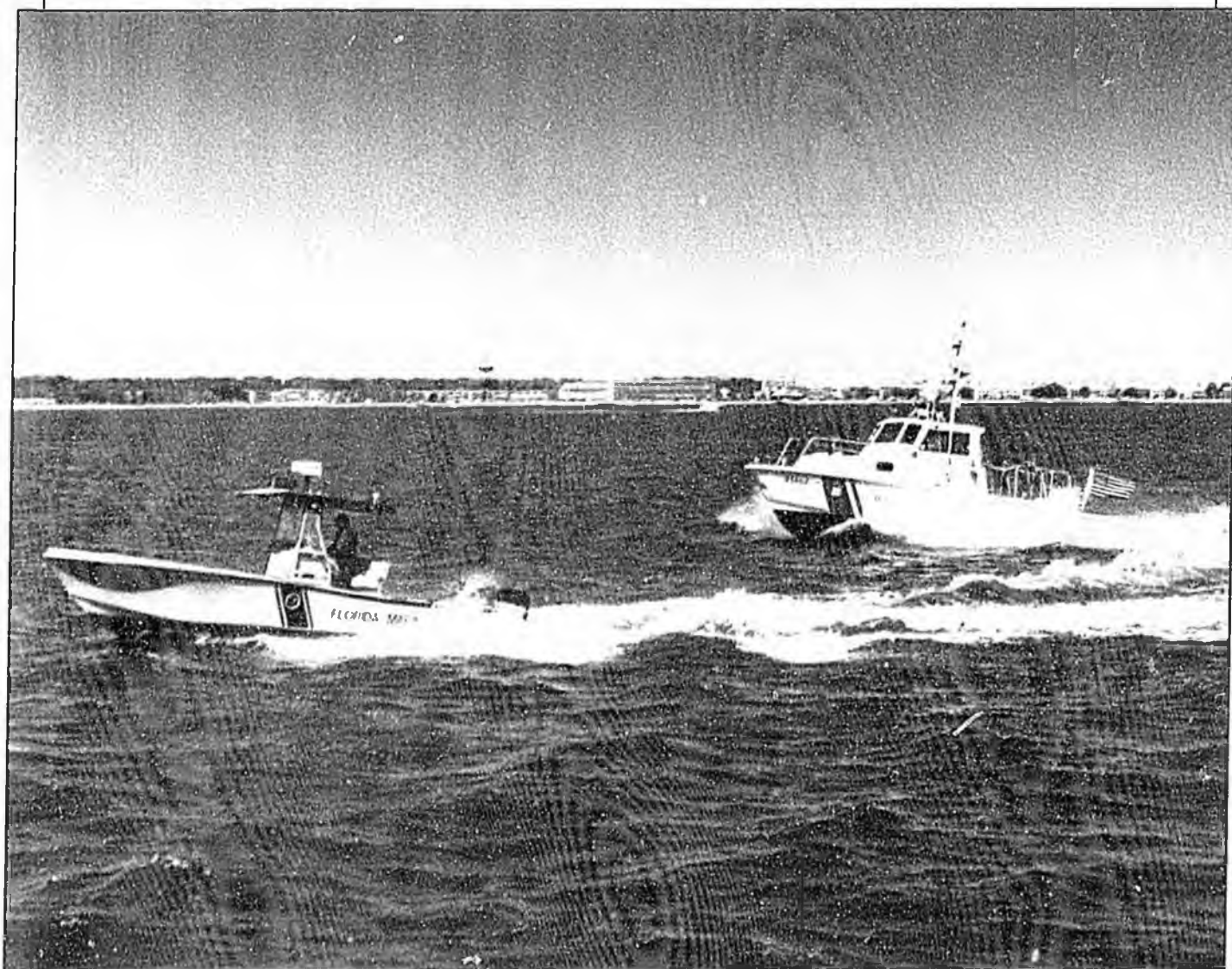
AMIDSHIPS	Center of boat with reference to its length and/or sometimes its width.
AFT	Toward the stern of a boat.
BEAM	The boat's maximum width.
BILGE	Lower internal part of a boat's hull.
BOAT	Every description of watercraft used or capable of being used as a means of transportation on the water, but does not include aircraft equipped to land on water, boathouses, floating homes, air mattresses, beach and water toys, or single innertubes.
BOW	Forward part of a boat.
BULKHEAD	A vertical partition separating compartments.
DAYBEACON	A fixed navigation aid structure in shallow waters upon which is placed one or more daymarks.
DAYMARK	A signboard attached to a daybeacon to convey information.
DRAFT	The depth of water a boat draws.
FATHOM	Six feet.
FORE	To or at the front.
FREEBOARD	Height of boat's side measured from waterline to deck or gunwale.
GUNWALE	Top, outer edge of boat's hull.
HELM	The wheel or tiller controlling the rudder.
HULL	Body of a boat.
MOTORBOAT	Any boat propelled by machinery, including any sail boat under sale and power.
PORT	Side of boat to the left when facing forward.
STARBOARD	Side of boat to right when facing forward.
STERN	Aft end of boat.
TRANSOM	Flat planking across the stern of a boat.
TRIM	Fore and aft balance of a boat.
UNDERWAY	Boat in motion. Technically a boat is underway when not moored, at anchor or aground.





**Alaska State Office of Boating Safety**  
**Alaska Division of Parks and Outdoor Recreation**  
**3601 "C" St. #1280**  
**Anchorage, AK 99503**

# BOATING SAFETY DOLLARS AT WORK



The State-Federal  
Partnership



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



# BOATING SAFETY DOLLARS AT WORK

## The State-Federal Partnership

### **NASBLA Executive Board**

Ted Woolley, Utah  
John Simmons, Pennsylvania  
Paul Donheffner, Oregon  
Bill Engfer, Wisconsin  
Mike Wilson, Arkansas  
Steve Hall, Rhode Island  
Carlos Vaca, Texas  
Kim Keith, Arizona  
Ed Carter, Tennessee

### **Government Affairs Committee**

Kim Elverum, Minnesota, Co-Chair  
Ed Carter, Tennessee, Co-Chair

### **Ex-Officio Members**

Paul Donheffner, Oregon  
Jeff Hoedt, Ohio  
Alvin Taylor, South Carolina  
George Stewart, NASBLA Ex. Dir.

**National Association of State Boating Law Administrators**

***Produced by:***  
National Association of State  
Boating Law Administrators  
P.O. Box 11910  
Lexington, KY 40578-1910  
Phone: (606) 225-9487  
FAX: (606) 231-6403

**Boating Safety Dollars at Work**

Reproduction of pages is encouraged to inform interested parties of the impact of State-Federal partnership funding. Please credit *Your Boating Safety Dollars at Work*.

Published by Outdoor Empire Publishing, Inc.  
511 Eastlake Avenue East, Seattle, Washington 98109  
Phone: (206) 624-3845 / Fax: (206) 695-8512

Printed in the United States of America

# Table of Contents

A Message from the Commandant .....	4
A Message from the President of NASBLA .....	5
The National Transportation Safety Board's Most Wanted List .....	6
What is Boating Safety? .....	7
National Summary .....	9
State Summaries .....	10
The National Nonprofit Public Service Organization Grant Program .....	64
The Aquatic Resources Trust Fund .....	65



THE COMMANDANT OF THE UNITED STATES COAST GUARD  
WASHINGTON, D.C. 20593-0001



A MESSAGE FROM THE COMMANDANT

It is again a pleasure to see that NASBLA is publishing *Boating Safety Dollars At Work* because this publication puts forth an excellent summary of what our Coast Guard/State partnerships have done for recreational boating safety.

As my tenure as Commandant comes to a close, I look back with pride at our successful partnerships with NASBLA, various state safety organizations and the boating industry. Over the years, we have seen increasing numbers of Americans purchase and rent recreational boats and personal watercraft. With these challenges, we have worked together to consistently reduce the number of recreational boating fatalities.

All of us should be proud that our boating safety services have reduced fatalities by nearly 12 percent in recent years and the number of fatalities for children under age 13 shows significant downward trends. This is good government in action at the Federal and State levels.

We must temper our successes with the knowledge that recreational boating accidents remain a leading cause of transportation-related fatalities, second only to traffic accidents. Improving recreational boating safety remains a top priority for the Department of Transportation and the Coast Guard. We are dedicated to continuing our close work with the states and boating industry and look forward to improving our recreation boating safety records by developing boating safety awareness and outreach initiatives that will increase the wearing of personal flotation devices, reduce alcohol use, improve boater knowledge and skills, and encourage the reporting of boating accidents.

We enjoy some of the most beautiful and accessible lakes, rivers and coastal waters in the world. Through our partnerships, we will continue to provide the public with opportunities to safely use our lakes and waterways.

Sincerely,

R. E. KRAMEK  
Admiral, U. S. Coast Guard



# National Association of State Boating Law Administrators



## Message from the President

Each year as many as 75 million Americans enjoy recreational boating on our nation's rivers, lakes and coastal waterways, making boating one of the most fun and popular forms of aquatic recreation for over the last two decades. Boating provides an important medium for pursuing a variety of outdoor activities — fishing, hunting, sight-seeing and water skiing, among others. Additionally, recreational boating provides a *vital economic stimulus* from coast to coast, *generating billions of dollars in revenue annually* in increased tourism, manufacturing and retail sales of boats, boating accessories and related recreational equipment.

The National Association of State Boating Law Administrators (NASBLA) is an organization of state and territorial boating officials dedicated to keeping recreational boating safe and enjoyable for generations to come. With funding provided by the individual states and the Aquatic Resources Trust Fund (Wallop/Breaux) this program provides direct benefits to boaters through better education and public information initiatives, enhanced law enforcement efforts and navigational aids, and increased access to boating and fishing opportunities.

During the last 25 years, these initiatives have saved literally thousands of lives while the number of recreational boats and boating access sites have increased ten-fold. All of this has been accomplished through a joint partnership between the states and the Coast Guard using a combination of state funding and that portion of the federal tax attributable to motorboat gasoline fuel. This is indeed a "user pay - user benefit" program that does not add one penny to the national debt. NASBLA is proud of the achievements of this exemplary program since the passage of the Federal Boat Safety Act of 1971 and proud of the dynamic partnership between the states and the U.S. Coast Guard that has resulted in declining fatality rates during this period. However, despite these successes, boaters will not fully enjoy the benefits of the Wallop/Breaux Trust Fund until adequate and stable funding is assured and sustained.

The purpose of this document is to provide national and state-by-state profiles of the projects and programs that are saving lives on our nation's waterways. These programs range from innovative approaches to increasing *operating under the influence* enforcement patrols to specialized training programs in *personal watercraft safety and youth education* to enhanced *search and rescue operations* in the states. *Boating Safety Dollars at Work* also provides important facts and figures on state-by-state boating statistics in each of the 56 states and territories. We hope this information will be used to further enhance the state boating safety program, to foster greater support for this model state-federal partnership and to continue to save lives and make recreational boating safer and more enjoyable for all.

Sincerely,

Ted Woolley, President  
National Association of State Boating Law Administrators



## THE NATIONAL TRANSPORTATION SAFETY BOARD

# MOST WANTED

## Transportation Safety Improvements

*"...a program to increase the public's awareness of, and support for, action to adopt safety steps that can help prevent accidents and save lives."*

### **Recreational Boating Safety**

Strengthen legislation, enforcement and education programs to prevent boating accidents.

*Action needed by the states*

### **Positive Train Separation**

Require a railroad collision avoidance system.

*Action needed by the Federal Railroad Administration (FRA) & the railroad industry*

### **Human Fatigue in Transportation Operations**

Study the relationship of fatigue in the transportation industry and update applicable regulations.

*Action needed by the Department of Transportation (DOT)*

### **Airport Runway Incursion**

Provide safer control of aircraft on the ground.

*Action needed by the Federal Aviation Administration (FAA)*

### **Fishing Vessel Safety**

Require operators' license and load line information for commercial fishing vessels.

*Action needed by the United States Coast Guard (USCG)*

### **Automatic Information Recording Devices**

Require devices that will automatically record specified information.

*Action needed by the United States Coast Guard (USCG) and the Federal Highway Administration (FHWA)*

### **Youth Highway Crashes**

Strengthen age 21, zero BAC, and licensing legislation; improve enforcement, licensing and education programs for persons under age 21.

*Action needed by the states*

### **Excavation Damage Prevention to Underground Facilities**

Require the installation of excess flow valves in high pressure residential natural gas distribution systems and provide education and training related to third party damage.

*Action needed by the states, the Research & Special Programs Administration (RSPA) & the American Gas Association (AGA)*

### **Wake Turbulence**

Require safe separation between large aircraft and following smaller aircraft.

*Action needed by the Federal Aviation Administration (FAA)*

### **Administrative Revocation of Drivers' License**

Pull driver's license on the spot of anyone failing or refusing a chemical test for alcohol.

*Action needed by the states*

### **School Bus Safety**

Safer transportation for school children.

*Action needed by the National Highway Traffic Safety Administration (NHTSA)*

### **Heavy Commercial Truck Safety**

Prevention of accidents caused by fatigue, alcohol, drug use and medical problems; and a requirement for checking drivers' records.

*Action needed by the Federal Highway Administration (FHWA) and the states*

### **Small Passenger Vessel Safety**

Suggest that members provide passenger briefings and crew emergency training.

*Action needed by the Passenger Vessel Association (PVA)*

### **Mode C Intruder Conflict Alert in Terminal Areas**

Install collision avoidance systems for airport terminal areas.

*Action needed by the Federal Aviation Administration (FAA)*

### **Pilot Background Checks**

Require air carriers to check backgrounds of pilot applicants.

*Action needed by the Federal Aviation Administration (FAA)*

### **Flight Data Recorder Expanded Parameter Recording**

Require the installation of flight data recorders with larger number of parameters.

*Action needed by the Federal Aviation Administration (FAA)*

### **Safety of Passengers in Railroad Passenger Cars**

Require inspection of safety devices in railroad passenger cars.

*Action needed by the Federal Railroad Administration (FRA)*

### **Highway Vehicle Occupant Protection**

Enact primary enforcement for state seat belt laws; educate public about transporting kids in back seat, evaluate higher air bag deployment thresholds and making the back seat more child friendly.

*Action needed by the states, the National Highway Traffic Safety Administration (NHTSA) and Automobile Manufacturers*

### **Airframe Structural Icing**

Revise icing criteria and certification testing requirements. Research and develop on-board aircraft ice protection and detection systems.

*Action needed by the Federal Aviation Administration (FAA)*

### **Explosive Mixtures in Fuel Tanks**

#### **on Transport Category Aircraft**

Require preclusion of operation of transport category aircraft with explosive fuel-air mixture in fuel tanks.

### **Airplane Cargo Compartment Fires**

Require the installation of fire detection and suppression equipment in airplane cargo compartments.

*Action needed by the Federal Aviation Administration (FAA)*

# What is Boating Safety?

## GOAL

Although boating safety programs vary from place to place in the country, the overall goal is the same:

- reducing deaths, injuries and property loss
- providing safe and reliable access to the water
- making boating more enjoyable

## HISTORY

Since the Federal Boating Safety Act of 1971 was passed, the states, territories and the U.S. Coast Guard have worked in a unique partnership which resulted in a decrease in boating fatalities over the past 25 years, from 28.7 in 1971 to 5.9 deaths per 100,000 registered boats in 1996. There is still, however, much work to be done.

## ADMINISTRATION

Funds for the Recreational Boating Safety program are derived from fuel taxes boaters pay. The administration of these funds is governed by Title 46 U.S. Code, Chapter 131, as well as procedures established by the Coast Guard. Allocation of the funds to the states is based upon: one-third equally to all states/territories, one-third prorated by the number of registered boats and one-third based upon the amount of state funds expended on boating safety. In addition, up to five percent of the states' allocation can be utilized for national nonprofit grants (for details, see page 64) and two percent can be used for the Coast Guard's cost in administering the program.

## PROGRAM AREAS

There are six major areas that make up the Federal Recreational Boating Safety Program (RBS). They are administration, enforcement, education, registration and titling, navigational aids and public access. Here is a summary of each of these categories:

- **Administration** — Includes most of the fiscal and record-keeping functions of the program, as well as other items, including planning, legislative and regulatory functions, boat traffic management (surface use controls), and subgrant administration and auditing.
- **Enforcement** — Along with the traditional enforcement duties of stopping violators and issuing citations or warnings, enforcement includes many other functions, among them are accident and stolen vessel investigations, assistance to boaters (providing directions, assisting with mechanical breakdowns, towing disabled watercraft, and first aid – from cuts to CPR), as well as search, rescue and recovery operations. Even a routine enforcement stop can provide an opportunity to inform the boater, thus turning a potentially negative contact into a positive experience (this is often referred to as “educational enforcement”).

Enforcement officers must be trained and equipped to handle all of these roles and often with little or no backup. In addition to the normal law enforcement skills, officers must be proficient in the following areas: boating laws, boat handling, navigation, public speaking and instruction, accident investigation and reconstruction, boat registration, first aid and CPR, search and rescue, impaired boater detection and testing, and water survival.

- **Education** — Each year, more and more effort goes into educating and informing the boater and angler. These efforts include the traditional classroom courses in boating safety taught by volunteer instructors or boating safety officers, to nontraditional approaches, such as radio and TV public service announcements, billboards, brochures aimed at hunters and anglers, canoe safety classes and informational kiosks at boat ramps. Specific programs have even been developed for various problem areas (impaired operation, lowhead dams, etc.) and for specific craft (sailboards, personal watercraft, etc.).
- **Registration and Titling** — Since the Federal Boating Safety Act of 1958, states and territories have had the authority to register and require vessels to be numbered. Currently all states and territories (except Alaska) do so. Registration periods range from one year, up to a maximum of three years. Revenue derived from registration fees (along with marine fuel taxes and general revenue funds) is used to fund state boating safety programs in many states, and is a source of matching dollars for federal RBS grants. The computer systems used for registration and titling (in a number of states) will also be the backbone for the upcoming Vessel Identification System (VIS) enacted by Congress, which will act as a central identification point for all registered watercraft in the United States. Hopefully, this will greatly assist in interstate boat transfers and in tracking stolen vessels.
- **Navigational Aids** — With more and more boats on the water, there is a growing need (and demand) for buoys, signs and other waterway markers. These "signposts of the water" mark hazardous areas (rocks, dams and rapids), channels, controlled use areas (speed or use restrictions implemented under marine traffic management) and provide information to the boater (marinas, ramps, fuel, etc.).
- **Public Access** — Since the mid-80s, the acquisition, development and maintenance of public access facilities has been an allowable cost for RBS funds (in addition to those projects built under the grant program administered by the U.S. Fish and Wildlife Service). A number of states have used a portion of their funds for this purpose. Access facilities generally consist of a boat ramp (or ramps), boarding dock and parking lot. In some cases, additional facilities such as mooring docks, restrooms and lighting, are also provided. These sites provide safe and reliable access to lakes, rivers and the ocean, as well as providing a contact point for boating safety information (as an example, the U.S. Coast Guard Auxiliary often uses them for their free Courtesy Marine Examinations or CMEs).



# BOATING SAFETY DOLLARS AT WORK IN THE UNITED STATES



## BOAT USE

### Recreational Boats - 1996

Total registered boats*	11,877,938
Estimated total in use (numbered, documented and non-numbered)	15,830,000
<i>*includes 33,759 registered by the USCG in Alaska</i>	

### Waterways

Lakes (est.)	50,867,840 acres
Rivers (est.)	633,109 miles
Coastal Shoreline (includes bays and inlets)	88,633 miles

Estimated number of persons participating in recreational boating (1996) 77,719,000

## ECONOMIC IMPACT

### 1995 & 1996 Sales Estimates

Item	1995		1996	
	Units	Value	Units	Value
Boats (includes personal watercraft)	649,460	\$5,735,231,000	618,850	\$4,628,990,000
Personal Watercraft	200,000	\$1,144,400,000	191,000	\$1,208,648,000
Outboard Motors	317,000	\$1,793,260,000	308,000	\$1,882,188,000
Boat Trailers	207,000	\$195,559,000	194,000	\$189,344,000
Marine Accessories	N/A	N/A	N/A	\$1,134,633

## BOATING SAFETY PROGRAM FUNDING

Source	FFY 1995	FFY 1996	FFY 1997	FFY 1998
State and Territorial Funds Expended on Boating Safety	\$162,088,558	\$162,147,152	\$158,253,156 <i>(preliminary)</i>	N/A
Federal Boating Safety Grant Funds Available to States and Territories	\$30,445,897	\$28,488,714	\$42,944,952	\$52,324,087

Information from National Marine Mfgs. Assn., States, World Almanac and U.S. Coast Guard

# BOATING SAFETY DOLLARS AT WORK IN ALABAMA



**ADMINISTERING OFFICE**  
 Alabama Marine Police  
 Folsom Administration Building  
 64 N. Union Street, Room 438  
 Montgomery, AL 36130-1451

**PRINCIPAL CONTACT**  
 William B. Garner, CDR  
 Director, Marine Police Division  
 Boating Law Administrator  
 Phone (334) 242-3673/Fax: (334) 242-0336

## STATE BOATING FACTS

1996	Registered Boats	261,351	Lakes	1,000,000 acres
1996	Boating Accidents	120	Rivers	1,600 miles
1996	Boating Deaths	24	Coastline	607 miles
1996	Boat*, Motor, Trailer and Accessory Sales	\$156,614,000	FY 98 Federal Grant	\$1,261,357

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Federal funding has made it possible to upgrade and replace unserviceable vehicles and boats for ninety-five percent (95%) of the Alabama Marine Police current fleet within the last two years. Thirty-four (34) inland patrol vessels were designed and purchased to replace existing patrol craft. These vessels, designated "SRP Trooper" are 18-foot aluminum boats with enclosed cabins. Forty-two pickup trucks were purchased to replace unserviceable vehicles in the field. These vehicles are extended cab full-size trucks. We anticipate that the patrol vessels will have a serviceable life of twenty (20)

years. The vehicles are anticipated to last for ten (10) years.

In addition, eight (8) twenty-foot fiberglass patrol vessels were purchased for the coastal waters.

The approximate cost for this program was \$2,030,000.

Without federal funding, this progress would not have been possible. The benefit to the boating public has been reduced response time in emergencies and more consistent patrol coverage on a daily basis.

## PROGRAM EXPANSION

- With the expansion of the federal boating safety fund, the program most in need of upgrading and innovation in the Marine Police Division is in the field of automated data systems. We plan to purchase computer hardware and software to accommodate internet and E-mail capabilities. Boat registration records will be made more current and valid through the use of tape transfers from

the counties.

- Video surveillance cameras will be purchased for patrol vessels to provide more security for our officers and improve our conviction rate for serious offenses such as BUI and reckless operation. The estimated costs for this program is \$300,000.

# BOATING SAFETY DOLLARS AT WORK IN ARIZONA



**ADMINISTERING OFFICE**  
 Arizona Game and Fish Department  
 2221 W. Greenway Road  
 Phoenix, AZ 85023

**PRINCIPAL CONTACT**  
 Kim L. Keith  
 Coordinator, Law Enforcement  
 Boating Law Administrator  
 Phone: (602) 789-3383/Fax: (602) 789-3945

## STATE BOATING FACTS

1996	Registered Boats	150,108	Lakes	364,000 acres
1996	Boating Accidents	327	Rivers	766 miles
1996	Boating Deaths	8	Coastline	0
1996	Boat*, Motor, Trailer and Accessory Sales	\$121,751,000	FY 98 Federal Grant	\$743,760

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Wallop/Breaux funding has allowed for the establishment and maintenance of four boating safety officers to provide education, information and law enforcement to the boating public.
- Development of an eight hour public boating education course using over 100 volunteer instructors.
- Production of radio and television public service announcements using a variety of music, television, movie and sports personalities on boating safety.
- Providing watercraft law enforcement, education and tactics training to department and other federal, state, county and city law enforcement officers.
- Purchasing one new patrol vessel, boat storage area, outboard engine, and shared utilities for multi-agency aid stations at three of the state's popular lakes.
- Providing communications equipment and system upgrades to improve officer safety.
- Initiated a court-approved boating education program in a number of precincts to educate boaters who committed violations.
- Expanded a multi-agency patrol effort to target boaters operating under the influence of drugs or alcohol.
- Established a T-shirt giveaway program rewarding children for wearing their life jackets. The importance of wearing a life jacket is promoted through the T-shirt to the child and, hopefully, their parents.
- Provide a pamphlet on preventing boat and boat equipment thefts. Many of the boat thefts could be prevented using anti-theft techniques.

## PROGRAM EXPANSION

- The boating education program could be expanded to better meet the needs of a more diversified boating public and allow greater numbers of the public the opportunity to participate in a boating safety course.
- Additional patrol emphasis could be provided on the Colorado River. These additional resources are needed to address the increasing numbers of users which result in increasing enforcement problems.
- Additional study, more equipment and better coordination is needed to combat the growing problem of mixing alcohol and boating on all Arizona waters.
- Develop an education program to inform the public on how to prevent marine theft. Theft of boats and marine equipment is an increasing problem. Training officers in investigation of marine theft is also necessary.
- Develop and implement a comprehensive boating safety program for schools as a proactive attempt at reaching tomorrow's boat operators.
- Develop and implement a personal watercraft training program. With the increasing popularity of personal watercraft and rental operations, there needs to be more information provided to the users. Personal watercraft have many unique operating characteristics that need to be understood for safe operation.

# BOATING SAFETY DOLLARS AT WORK IN ARKANSAS



**ADMINISTERING OFFICE**  
 Arkansas Game & Fish Commission  
 Boating Safety Section  
 2 Natural Resources Drive  
 Little Rock, AR 72205

**PRINCIPAL CONTACT**  
 Mike Wilson  
 Boating Law Administrator  
 Phone: (501) 223-6399/Fax: (501) 223-6407

## STATE BOATING FACTS

1996	Registered Boats	178,185	Lakes	600,000 acres
1996	Boating Accidents	92	Rivers	9,000 miles
1996	Boating Deaths	20	Coastline	0
1996	Boat*, Motor, Trailer and Accessory Sales	\$100,360,000	FY 98 Federal Grant	\$678,594

\* Retail values for inboard boats, sterndrive boats and outboard boats

## PROJECTS AND PROGRAMS

- The Wallop/Breaux Aquatic Resources Trust Fund dollars allowed a two-year program to increase boating enforcement patrols on the waters of the state. The effort to enhance enforcement has resulted in a doubling of the time officers spend on the water. The enhancement program is in response to public requests for more boating patrols. The vessel fleet has been upgraded with many new boats, motors and trailers. The visibility of patrol boats has been increased with new decals, markings and blue lights. The purchase of new communications equipment allows the officers to keep in contact with radio operators, other enforcement agencies, and other boaters.
- Enforcement officers are trained in detection of boating while intoxicated. Portable breath testing devices have been purchased in a partnership project with Mothers Against Drunk Drivers, that allows officers to act immediately on suspected violations of the BWI law.
- New personal flotation devices were purchased and issued to all officers. The new PFDs provide uniform appearance for officers, as well as enhancing their personal safety. Agency policy requires officers to wear PFDs while on duty in boats.
- A program designed to increase boaters' awareness of the dangers of alcohol and boating, and to promote the concept of a "designated driver" is continuing throughout the state. The award-winning *Harbor Hero* program was developed in cooperation with the national *Highway Hero* program. The public awareness effort consists of television public service announcements, color posters and bumper stickers. The PSAs are aired statewide on television stations. The program material is distributed to boat dealers, marinas and sporting goods outlets.
- The public outreach program continues through the use of news releases, public service announcements and public presentations. These public outreach services, that would not have been possible without federal funding through the Wallop-Breaux Trust Fund, raise public awareness of boating safety and help promote grassroots support for boating safety issues.

## PROGRAM EXPANSION

- Thirty-four additional officers have been hired in the past twelve months. The new officers will allow placing at least two officers in each of seventy-five counties, and will also allow increased boating patrol on selected high-use waters. All officers are trained in an intensive eighteen-week school, including training in boating laws, boating while intoxicated detection, boat operation, accident investigation, boating education and firearms training. It is necessary to provide officers with the proper equipment for the job, including 4-wheel drive trucks, boats, motors, trailers, communication equipment, PFDs and sidearms. An estimated \$1,700,000 is required to equip the new officers.
- Five officers have been trained for a new Dive Team. All of the divers received extensive training and are certified master divers. The new Dive Team will be responsible for search and rescue duties, recovery of accident and drowning victims and evidence recovery. New equipment is required for the dive team at an estimated cost of \$50,000.
- Boating education will become mandatory in Arkansas on January 1, 2001 for those boaters born on or after January 1, 1987. Implementation of mandatory education will require additional staff to train volunteer instructors, reach student classes and perform office and administrative duties. New equipment and supplies will be required to accomplish this task. Estimated start-up cost is \$450,000 with \$350,000 per year required thereafter.

# BOATING SAFETY DOLLARS AT WORK IN CALIFORNIA



**ADMINISTERING OFFICE**  
 Department of Boating & Waterways  
 1629 S Street  
 Sacramento, CA 95814

**PRINCIPAL CONTACT**  
 Chuck Raysbrook  
 Boating Law Administrator  
 Phone: (916) 445-6281 / Fax: (916) 327-7250

## STATE BOATING FACTS

1996	Registered Boats	707,739	Lakes	1,152,000 acres
1996	Boating Accidents	849	Rivers	3,000 miles
1996	Boating Deaths	56	Coastline	1,890 miles
1996	Boat*, Motor, Trailer and Accessory Sales	\$417,923,000	FY 98 Federal Grant	\$2,740,244

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- The department provided \$7.6 million in grants to local law enforcement agencies for acquisition of vessels and equipment for marine patrols.
- Universities and nonprofit organizations operating aquatic centers benefitted from \$400,000 in grant funds and educated 23,300 students. These centers offer on-the-water boating safety education for a variety of boating activities. Boating Safety Scholarships were instituted for disadvantaged and physically challenged persons.
- One million brochures on boating safety are distributed annually. These include the *ABCs of California Boating Law*, a *Safe Boating Hints* series, and a *Boating Trail Guide* series. Over 40 brochure titles are available to the public at no cost.
- Personal watercraft continue to be involved in a disproportionate number of boating accidents and injuries.
- *Ride-Safe, Ride-Smart*, a video addressing safe PWC operations for new users, was released and made available to PWC rental agencies, dealers and boating organizations.
- The three-part series entitled *AquaSMART* targets grades K-2, 3-5 and 6-8. English and Spanish materials reached 165,000 students. The high school *Boating Safely* course served 22,000 students.
- The annual *Safe & Wise Water Ways* poster contest received 6,000 entries from grades K-6 showing aquatic and boating safety lessons learned in class. Seven winners, one from each grade level, were displayed on the Department calendar.
- Distribution of the California Boating Safety Course reached 25,000, resulting in a record number of certificates issued for passing exam scores.

## PROGRAM EXPANSION

- Revise and expand the current law enforcement training program to provide more specialized courses for local marine patrols. Revision will focus on expediting training opportunities for marine officers statewide and enhancing the cost effectiveness of program delivery.
- Marine enforcement is handled by over 100 agencies. Local budgetary problems have caused a reduction in many agencies' jurisdictional area. Additional funds will be required to regain and maintain adequate marine enforcement efforts.
- The statewide media campaign continues to expand through the use of print, radio, TV and billboards to promote boating safety messages during the peak boating season from National Safe Boating Week in May through the Labor Day weekend in September.

# BOATING SAFETY DOLLARS AT WORK IN COLORADO



**ADMINISTERING OFFICE**  
 Department of Natural Resources  
 Division of Parks & Outdoor Recreation  
 13787 So. Highway 85  
 Littleton, CO 80125

**PRINCIPAL CONTACT**  
**Rick Storm**  
 Chief of Law Enforcement  
 Boating Law Administrator  
 Phone: (303) 791-1954 / Fax: (303) 470-0782

## STATE BOATING FACTS

1996	Registered Boats	93,118	Lakes	289,920 acres of lakes and river impoundments
1996	Boating Accidents	77	Rivers	N/A
1996	Boating Deaths	12	Coastline	0
1996	Boat*, Motor, Trailer and Accessory Sales	\$71,512,000	FY 98 Federal Grant	\$507,748

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- A major media campaign for National Safe Boating Week was developed. It included public service announcements on radio and television throughout the state. Special events were scheduled and publicized. Premiums such as children's coloring/activity books were distributed. The problems of boating while under the influence and not using a personal flotation device were emphasized.
- Every boat and buoy tender in use in the state has been purchased using federal financial assistance. Capital equipment dollars are extremely limited at the state level. Any requests for patrol boats must compete with every other capital request. Without the federal financial assistance the important services performed during boat patrols such as search and rescue and aiding distressed boaters would be greatly limited or nonexistent.
- The boating education coordinator position is funded totally by federal funds. This position is instrumental in developing and maintaining the state's efforts in educating the boating public.
- Colorado has a mandatory youth education program for motorboat operators. The goal of this program is to reduce the number of personal watercraft accidents.
- Federal financial assistance funds most of the state's law enforcement training. This training includes boating under the influence enforcement, technical boating accident investigation classes, general boat patrol training, and other training.

## PROGRAM EXPANSION

- Additional federal funding is needed to develop a comprehensive vessel titling system. A titling system is a major tool in the efforts to prevent theft. Colorado's participation in the national vessel identification program needs to be planned for.
- Colorado's existing water patrol activities need to be expanded. The state population is growing rapidly. With rapid growth comes increasing problems. Additional assistance will be required to address this growing population.
- Eighty thousand dollars per year is needed in order to replace patrol boats. Another \$50,000 per year is needed to replace outboard motors on patrol boats.

# BOATING SAFETY DOLLARS AT WORK IN CONNECTICUT



**ADMINISTERING OFFICE**  
 Department of Environmental Protection  
 Boating Division  
 Marine District Headquarters  
 333 Ferry Road/P.O. Box 280  
 Old Lyme, CT 06371

**PRINCIPAL CONTACT**  
 Maj. Randolph W. Dill  
 Boating Law Administrator  
 Phone: (860) 434-8638  
 Fax: (860) 434-3501

## STATE BOATING FACTS

1996	Registered Boats	101,184	Lakes	33,435 acres
1996	Boating Accidents	52	Rivers	105 miles
1996	Boating Deaths	6	Coastline	278 miles (930 sq. mi. Sound)
1996	Boat*, Motor, Trailer and Accessory Sales	\$91,780,000	FY 98 Federal Grant	\$645,772

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Federal financial assistance has been continued for five Conservation Enforcement Officers, to enable increased enforcement efforts by all 54 officers.
- Law enforcement efforts were expanded for the Boating Under the Influence (BUI) Enforcement Program. Seven BUI spot checks were conducted inspecting a total of 164 vessels and resulting in the issuance of 33 written warnings, 15 infractions, and six arrests. Alcohol-related violations constituted five of these actions.
- Six seasonal boating patrol officers were hired.
- Significant resources were committed by the Law Enforcement and the Boating Divisions to the 1995 Special Olympics. Law Enforcement cooperated with the Coast Guard and state and local police. Conservation Enforcement Officers spent 1,555 hours supporting public safety during the sailing venue, the tall ships event and patrol of New Haven Harbor. The Boating Division provided equipment and representatives for technical support during the sailing venue.
- Federal funding was continued for two personnel assigned to issue permits to ensure proper positioning of Connecticut's regulatory markers, to identify hazards, and to develop and standardize navigation safety systems. Sixty-seven Regulatory Marker Permits were issued this year.
- A Flare Disposal Program was implemented this year. Two fireproof boxes were placed at permanent locations in the eastern and western parts of the state. Two "Flare Days" were held at State boat access areas. Boaters could drop off flares and personnel were available to supervise proper use of flares.
- Funding was continued for the State's Regulatory Marker Program in the Connecticut River. Speed and wake limit buoys were deployed as part of this system.

## PROGRAM EXPANSION

- The Boating Division is reevaluating all programs and proposing major cuts and streamlining of activities in order to deal with diminishing funding. No program expansion can be considered until the existing programs are brought into fiscal alignment.

# BOATING SAFETY DOLLARS AT WORK IN DELAWARE



**ADMINISTERING OFFICE**  
 Department of Natural Resources  
 & Environmental Control  
 Division of Fish & Wildlife  
 89 Kings Highway/P.O. Box 1401  
 Dover, DE 19901

**PRINCIPAL CONTACT**  
**Jim Graybeal**  
 (acting) Boating Law Administrator  
 Phone: (302) 739-3440  
 Fax: (302) 739-6157

## STATE BOATING FACTS

1996	Registered Boats	42,856	Lakes	3,200 acres
1996	Boating Accidents	27	Rivers	205 miles
1996	Boating Deaths	2	Coastline	381 miles (Delaware Bay, 632 sq. mi.)
1996	Boat*, Motor, Trailer and Accessory Sales	\$22,772,000	FY 98 Federal Grant	\$435,925

\* Retail values for inboard boats, stern-drive boats and outboard boats.

## PROJECTS AND PROGRAMS

- A marine rescue training program was developed to train volunteer firefighters belonging to coastal fire companies. This training was conducted jointly with the state fire school. It provides uniformity among agencies and state-of-the-art professional training. This course is now listed in the fire school's course catalogue and credits are given similar to other fire school courses.
- Several years ago a voluntary boating certification course was initiated in anticipation of a mandatory requirement. In January 1994, it became mandatory for boat operators born after Jan. 1, 1978 to obtain a boating safety certificate. This implementation had no additional effect on the agency. We had a voluntary program in effect using the same program, state certificate, equipment and materials. There was also a cadre of volunteer instructors already established to teach the state course in conjunction with the Coast Guard Auxiliary and Power Squadrons courses.
- Special boating safety classes have been conducted targeted at specific user groups. These include personal watercraft users, freshwater anglers and waterfowl hunters. These nontraditional boaters are involved in more accidents and suffer injuries and fatalities at a higher rate than traditional boaters.

## PROGRAM EXPANSION

- What used to be jet skis have evolved into personal watercraft, which have subsequently evolved into thrill craft. Boats are lighter, more powerful and maneuverable and can operate in very shallow water. There are some that even "fly" after reaching a minimum speed. These technological advances are going to require advances in boating safety and enforcement strategies. Planning for the future will have to include this new diversity and what effects it will have on education, marine access user group conflicts, surface management and community relations.

# BOATING SAFETY DOLLARS AT WORK IN DISTRICT OF COLUMBIA



**ADMINISTERING OFFICE**  
 Metropolitan Police Department  
 Harbor Branch Special Operations Division  
 550 Water St. S.W.  
 Washington, D.C. 20024

**PRINCIPAL CONTACT**  
 Lt. Ralph McLean  
 Commanding Officer  
 Boating Law Administrator  
 Phone: (202) 727-4582/Fax: (202) 727-3663

## STATE BOATING FACTS

1996	Registered Boats	6,429	Lakes	0
1996	Boating Accidents	0	Rivers	21 miles
1996	Boating Deaths	0	Coastline	0
1996	Boat*, Motor, Trailer and Accessory Sales	\$20,481,000	FY 98 Federal Grant	\$451,796

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- The Washington, D.C. Metropolitan Police Department's Harbor Patrol offers traditional boating safety courses, free of charge. The courses are open to anyone, including youths.
- The Harbor Branch future objectives includes offering remedial courses to the experienced boater. This course will include a review of all items and issues that are the main causative factors for boating accidents. Additionally, we will offer individualized instructions to recreational boaters concerning a specific maritime issue that he/she would like to review.
- Recently the City Council has passed legislation strengthening the Boating While Intoxicated laws. This law will allow the Harbor Unit to enforce the Boating While Intoxicated law in a manner comparable to the Federal Statute. Additionally, there is a penalty for refusal to submit to a breathalyzer. As a result of this new law, members assigned to the Harbor Unit will be trained in all areas of alcohol enforcement.
- The Harbor Unit will increase the number of navigational aids in the District of Columbia. These aids will further identify danger areas as well as additional no wake areas.
- The City Council has also passed legislation governing the distance that personal watercraft can operate from other vessels. After a public education campaign concerning the new Harbor Regulations, the Harbor Unit will embark upon an aggressive enforcement effort to ensure that all personal watercraft operators obey the law.
- The video library established last year by the unit continues to grow. This library will be used by the public as well as departmental personnel.
- The Harbor Unit is reassessing our high school educational program with a view of having the students come directly to the Harbor Unit to receive basic information concerning boating safety.

## PROGRAM EXPANSION

- **Boating While Intoxicated:** As stated above, the District of Columbia has a new Boating While Intoxicated law. In order to effectively enforce this law, all Harbor Police personnel will undergo additional training relative to enforcement procedures as well as enforcement tactics. Additionally, new equipment will be purchased for the enforcement of this law. The department will begin an educational campaign to acquaint the public with the contents of the new law. After the maritime community has been educated in all respects of the new law, the Harbor Patrol will conduct periodic sobriety checkpoints in problem areas to insure compliance.
- **Records:** As stated in the previous edition of *Boating Safety Dollars at Work*, all records and inventory will be computerized. This is an ongoing, tedious project and hopefully will be completed in the near future.
- **Regulations:** All Harbor Regulations are still under review and our efforts are paying off with our legislators enacting and changing several laws. These changes in the law will require that the maritime community be informed and as such our Training Section will notify all local mariners of the new laws. Additionally, the new laws will be forwarded to all registered vessel owners via their new registration forms.

# BOATING SAFETY DOLLARS AT WORK IN FLORIDA



**Florida Game & Fresh Water Fish Commission**  
 Division of Law Enforcement  
 620 S. Meridian Street, Tallahassee, FL 32399-1600  
**Captain Paul Ouellette**  
 Boating Law Administrator  
 Phone: (850) 488-6257/Fax: (850) 922-9090



**Florida Marine Patrol**  
 Division of Law Enforcement  
 3900 Commonwealth Blvd., MS 630  
 Douglas Building  
 Tallahassee, FL 32399  
**Captain Jim Brown**  
 Boating Law Administrator  
 Phone: (850) 488-5600 ext. 162/Fax: (850) 488-9284

## STATE BOATING FACTS

1996	Registered Boats	751,153	Lakes	3,000,000 acres
1996	Boating Accidents	1,261	Rivers	12,000 miles
1996	Boating Deaths	59	Coastline	8,426 miles
1996	Boat*, Motor, Trailer and Accessory Sales	\$732,537,000	FY 98 Federal Grant	\$3,875,019

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Federal Vessel Act funds were used for grant programs to marinas for MSD pump-out facilities. Information was provided to the public concerning the new state law and the dangers of direct overboard discharge of sewage. Officers were trained in the enforcement of this new law.
- The Florida Game and Fresh Water Fish Commission was directed by the Florida Legislature to establish patrol and protection activities to safeguard boating and other natural resource-related activities. Boating safety performance measures have been established.
- Increased public awareness campaigns and cooperative efforts from organizations proved successful last year. These campaigns were continued and expanded this year with good success.
- Mothers Against Drunk Drivers (MADD) and the Commission focused attention on the problems of alcohol and boating. The Designated Operator Program was incorporated with MADD's "Keep it a Safe Summer" campaign. The program provides free food and beverages to designated non-drinking boat operators. Large banners were placed at sites throughout the state.
- "Water Watch" was developed to address conflicts with recreational vessel traffic. Boating safety courses are held within the local community. Water Watch has established an open line of communication between homeowners, boaters and the Commission.
- Boating education was enhanced through the boater education law which requires anyone born after September 30, 1980 and operates a boat of 10 HP or greater to pass a boating safety course.
- Issued over 39,000 boater education cards.
- Provided over 210,000 How to Boat Smart home study courses and brochures such as the Florida Boater's Guide.
- Prepared statistical data on boating accidents for public distribution.
- Marked and tracked Florida's restricted waterway zones.
- Printed and distributed Boating Safety Alerts.
- Supported the Florida Boating Advisory Council.

## PROGRAM EXPANSION

- Additional financial assistance is crucial due to the passing of the education bill. Funding is required to support the expansion of our educational initiative to make courses available not only to the young boaters but to the entire boating public of Florida. An increased need for education and enforcement efforts are anticipated for targeting the personal watercraft operators. PWCs currently account for 8% of registered recreational boaters in Florida and are involved in 38% of the accidents.
- With the expansion of the boating education program, there is a direct need to increase the number of education instructors and the implementation of a statewide "Train the Trainer" program to enhance instructor skills.
- The Commission has established five priority issues for the upcoming year. One issue will task its employees to continue its proud tradition of being sensitive to the needs of the citizens of Florida. With employees in all 67 counties, we have a wide variety of boating safety community involvement efforts in place.
- The Commission will work toward the promotion of PFD use through an initiative with the Pennzoil Products Co. Promotion will be established statewide providing children that wear their life jacket with a T-shirt that says "I got caught wearing my life jacket."

# BOATING SAFETY DOLLARS AT WORK IN GEORGIA



**ADMINISTERING OFFICE**  
 Department of Natural Resources  
 Wildlife Resources Division  
 2070 U.S. Highway 278, SE  
 Social Circle, GA 30025

**PRINCIPAL CONTACT**  
 Lt. Col. Bob Brown  
 Assistant Chief of Law Enforcement  
 Boating Law Administrator  
 Phone: (770) 918-6408 / Fax: (770) 918-6410

## STATE BOATING FACTS

1996	Registered Boats	302,874	Lakes	509,000 acres
1996	Boating Accidents	98	Rivers	16,000 miles
1996	Boating Deaths	17	Coastline	100 miles
1996	Boat*, Motor, Trailer and Accessory Sales	\$173,317,000	FY 98 Federal Grant	\$1,104,339

\* Retail values for inboard boats, stern-drive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Continual emphasis on the state's boating under the influence laws is carried out in part with federal funds. Some 375 officers receive annual training in enforcement procedures. Over the past 10 years, the total number of registered boats has increased by approximately 200,000 boats.
- Through courses conducted by Underwriter's Laboratories, more than 85 officers were trained in advance boat accident investigation and reconstruction. Advance courses attended by officers will enable them to train other officers in the investigative techniques they learned. This continues to be an effective force in determining accident trends.
- Personal watercraft on the state's public waters has become an increasing problem. Strict enforcement of the PWC laws has been initiated by setting up additional patrols, concentrating on high activity areas during peak activity time periods.
- Education of personal watercraft operators has been initiated and enhanced. We have implemented an intensive public relations enforcement campaign regarding unsafe operation of personal watercraft.
- Through boating safety dollars, the state's fleet of patrol boats has been refurbished, replaced and added to.
- Public service announcements were produced and distributed to television stations and cable TV companies throughout the state.
- The installation of a statewide high-bank radio repeater system now provides total coverage to all major waterways in the state.
- Boating safety manuals and pamphlets are produced and distributed in mass quantities yearly to better inform the public on boating safety matters.
- The boating public now has Internet access to the state's boating laws.

## PROGRAM EXPANSION

- Provide additional training for all officers to enable them to deal with the growing number of personal watercraft on our waterways.
- Need to update the student boating manuals to conform with a new boating safety video course.
- Increase state's boating safety law enforcement positions by at least 20 officers.
- Provide a continual focus on maintaining and increasing public awareness of boating safety issues and need for education. Expand public awareness campaign concerning the dangers of alcohol and drug abuse while operating a vessel.

# BOATING SAFETY DOLLARS AT WORK IN HAWAII



**ADMINISTERING OFFICE**  
 Department of Land & Natural Resources  
 Division of Boating & Ocean Recreation  
 333 Queen Street, Suite 300  
 Honolulu, HI 96813

**PRINCIPAL CONTACT**  
 Howard B. Gehring  
 State Boating Law Administrator  
 Phone: (808) 587-1966  
 Fax: (808) 587-1977

## STATE BOATING FACTS

1996	Registered Boats	15,163	Lakes	29,440 acres
1996	Boating Accidents	18	Rivers	N/A
1996	Boating Deaths	2	Coastline	1,052 miles
1996	Boat*, Motor, Trailer and Accessory Sales	N/A	FY 98 Federal Grant	\$717,122

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Transferred marine patrol responsibilities from the Department of Public Safety to the Department of Land and Natural Resources' Division of Conservation and Resources Enforcement (DOCARE) on July 1, 1996. Completed integration of former marine patrol officers and inventory/repair of equipment.
- Enforcement officers and boating staff completes USCG Auxiliary safe boating courses.
- Submitted requests to the State of Hawaii Legislature to establish civil penalties for boating-related offenses.
- Installed new computers for the vessel registration system. Software is being developed. Date of implementation is pending.
- Currently rewriting and compiling the Hawaii Administrative Rules that govern boating, small boat harbors and facilities, and ocean recreation.
- Continued boating safety education for the public; which included a Phase I for grades kindergarten-6, phase II for grades 7-9, and a NASBLA-approved home study course for the general public. Completed recruitment for a Boating Safety Education Specialist to design and implement a statewide program.

## PROGRAM EXPANSION

- Over 50% of our federal grant is dedicated to support for waterborne boating safety enforcement. The division hopes to establish a partnership with the USCG by coordinating routine patrols and enforcement activities and placing officers about USCG vessels and aircraft. Officer effectiveness will also be enhanced with the purchase of GPS and night vision devices for routine patrol; and jet boats or jet skis for near-shore patrol and thrill craft enforcement.
- Over 50% of patrol crafts and vehicles previously purchased with federal funds are reaching their expected useful life and will have to be replaced in the immediate future.
- Federal funding is necessary to implement the boating and water safety program throughout the state. A need exists to continue public outreach for school children and the general public, and to expand campaigns or courses that focus on boating safety, the dangers of Boating While Under the Influence and responsible thrill craft operation.
- A need exists to extend direct on-line access for the new vessel registration systems to the islands of Kauai, Molokai, Lanai and Hawaii as well as harbor offices located outside metropolitan Honolulu.

# BOATING SAFETY DOLLARS AT WORK IN IDAHO



**ADMINISTERING OFFICE**  
 Department of Parks & Recreation  
 P.O. Box 83720  
 Boise, ID 83720-0065

**PRINCIPAL CONTACT**  
**Jim Poulsen**  
 Boating Law Administrator  
 Phone: (208) 334-4180, ext. 235/Fax: (208) 334-3741

## STATE BOATING FACTS

1996	Registered Boats	80,682	Lakes	500,000+ acres
1996	Boating Accidents	86	Rivers	16,000+ miles
1996	Boating Deaths	6	Coastline	0
1996	Boat*, Motor, Trailer and Accessory Sales	\$43,067,000	FY 98 Federal Grant	\$635,784

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Our volunteer certified boating safety instructor program continues to grow with 30 new instructors being added annually. Boat Safety funds are used for materials, certification workshops and instructor incentives.
- Marine law enforcement is becoming a higher priority among the several county sheriffs. Continued high boater fatality rates across the state have provided the incentive to act with increased effectiveness. Nearly 14,000 boats are inspected each year.
- Federal funds allowed us to combine our boating law brochure and boating facility guide into a new *Idaho Boating Guide*. This new guide will be mailed to all registered boat owners beginning in 1998.
- In 1996 we purchased sound-level meters, and provided training to local deputies in boat sound detection. This program answered an identified public need.

## PROGRAM EXPANSION

- Additional Boat Safety funds are being used to add one new position to our North Idaho regional headquarters. This new position will be responsible for boater education programs, supplying needed local interaction with the public and other agencies, and will coordinate the efforts of the "Sea Dart," a world-famous sailboat our agency recently acquired. The Sea Dart will be used at school programs, campfire programs and boat shows

to spread the safe boating message.

### Feature Program

- We are most proud of our semiannual state boating conference and our annual boater survey. These programs help us to determine the needs and values of the agencies providing boating services, as well as those of the boaters themselves.

# BOATING SAFETY DOLLARS AT WORK IN ILLINOIS



**ADMINISTERING OFFICE**  
 Department of Natural Resources  
 Office of Law Enforcement  
 524 S. Second Street  
 Springfield, IL 62701-1787

**PRINCIPAL CONTACT**  
 Tom Wakolbinger  
 Deputy Chief  
 Boating Law Administrator  
 Phone: (217) 782-6431 / Fax: (217) 785-8405

## STATE BOATING FACTS

1996	Registered Boats	368,138	Lakes	1.3 million acres
1996	Boating Accidents	156	Rivers	13,000 miles
1996	Boating Deaths	27	Coastline	0
1996	Boat*, Motor, Trailer and Accessory Sales	\$249,934,000	FY 98 Federal Grant	\$963,275

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- In addition to providing training to all Illinois boating officers in OUI detection and enforcement annually, the Illinois DNR, Office of Law Enforcement, provides limited training to other enforcement agencies that provide boating enforcement within their jurisdictions.
- Recruit training includes instruction in boating laws, enforcement procedure, and boat handling and maintenance.
- A combined enforcement and education program targeting PWC operators is currently in the developmental stages to be implemented in 1998. This program will involve sending a team of PWC enforcement officers to the areas with the greatest numbers of accidents and complaints about PWCs. A hands-on PWC safety and operation course will be advertised and carried out in the morning of specified days, and in the afternoon officers will use patrol PWC in a concentrated effort to address PWC concerns.
- Emphasis is placed on thorough accident investigations and more officers are trained in this area each year. All fatal accidents are investigated by an enforcement officer and the majority of serious personal injury or property damage accidents are also investigated.
- All officers working on Lake Michigan receive extensive boarding officer training and must demonstrate skills in search and rescue, piloting and navigation, communications and other critical duties.
- A river rescue unit has been trained for response on a portion of the Illinois River where accidents at a major dam are common. Officers have received extensive training in swift water rescue and how to deal with reverse currents and other hazards of low head dams, spillways and river locks.

## PROGRAM EXPANSION

- Should funding become available, ten to twenty additional trained and equipped boating officers are desperately needed throughout the state. Many critical areas in Illinois receive only occasional patrol or are patrolled on alternating weekends because the manpower and equipment are simply not available to cover all areas as needed.
- PWC education and enforcement would be expanded considerably if funding were available. This is an area where the public becomes more vocal and demanding every year. Existing budgets do not allow for expansion.
- OUI enforcement expansion is needed in certain areas. On one water body where OUI had become a significant problem, saturation details produced a record number of arrests in 1997, clearly demonstrating the need for increased enforcement in target areas. Should funding become available, OUI enforcement teams would be sent to the most critical areas as needed.
- Several patrol boats are being used past their optimal life span which results in dependability problems and increased maintenance costs. If funding were available, these boats would be replaced.

# BOATING SAFETY DOLLARS AT WORK IN INDIANA



**ADMINISTERING OFFICE**  
 Department of Natural Resources  
 Law Enforcement Division  
 AGCS W255D  
 402 West Washington  
 Indianapolis, IN 46204

**PRINCIPAL CONTACT**  
**Major Larry G. Rhinehart**  
 Commander of Headquarters & Services  
 Boating Law Administrator  
 Phone: (317) 232-4010 / Fax: (317) 232-8035

## STATE BOATING FACTS

1996	Registered Boats	203,976	Lakes	246,000 acres
1996	Boating Accidents	143	Rivers	Being surveyed
1996	Boating Deaths	15	Coastline	0
1996	Boat*, Motor, Trailer and Accessory Sales	\$113,101,000	FY 98 Federal Grant	\$718,636

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Because alcohol is considered a major factor in boating accidents, a Boating While Intoxicated (BWI) task force has been established. We advertise where we will be operating the task force and in some instances we have been informed that boaters have stayed moored to "party". While they may drink and boat on another day, at least on that day there was at least one less intoxicated boater on the water. This has brought our percentage of alcohol related fatalities down from 50% to 20% in the last four years.
- A comprehensive River Rescue Training Program has been established. It trains students from all over the nation in safe and effective rescue of boaters in swift water/high water situations, including low level dams. With the increase in the number of boaters heavily using the rivers in all types of craft and in all types of water and weather conditions, this training will save lives and provide valuable self-rescue training for the officers involved.
- Portable breath testing devices have been purchased to allow on-the-spot testing of intoxicated boaters. This gives the officer the opportunity to act immediately on a violation by removing the intoxicated boater from the water. It also allows the legal boater to continue their days recreation without being inconvenienced by a trip to town for chemical testing.
- Indiana has hosted Watercraft Accident Investigation seminars to improve waterway safety by more professional accident investigations. This determines the root cause of boating accidents. Without professional accident investigations it is difficult, if not impossible, to uncover trends in accidents. To take proper action to prevent accidents you must first determine when, where and how accidents are occurring.

## PROGRAM EXPANSION

- With continued growth in the number of recreational boaters, an added law enforcement presence is necessary. An adequate number of effectively trained law enforcement personnel regularly performing patrols on high use and/or accident prone state waters will allow boaters to easily report problems and accidents. It will also allow for more effective and efficient law enforcement.
- The boating education program needs to be expanded to meet the needs of the current boaters and the projected increase in boaters. Emphasis will be placed on the importance of reporting accidents. The Coast Guard estimates that they receive only a small percentage of nonfatal accidents. We need more and better information to properly address the problems in boating.
- Additional funding would provide for a full-time boating education coordinator position. This would make the boating education program more effective and efficient.
- The concept of motorboat operator licensing or mandatory boating education needs to be fully studied. More knowledgeable boaters will result in fewer accidents.
- We need to acquire personal flotation devices that are comfortable enough for our officers to wear on hot, humid patrols. They must be Coast Guard approved. Having our officers wear PFDs will set the right example for the boating public.

# BOATING SAFETY DOLLARS AT WORK IN IOWA



**ADMINISTERING OFFICE**  
 Department of Natural Resources  
 Enforcement Bureau  
 Wallace State Office Building  
 Des Moines, IA 50319

**PRINCIPAL CONTACT**  
 Randy Edwards  
 Chief  
 Boating Law Enforcement  
 Phone: (515) 281-5919/Fax: (515) 281-6794

## STATE BOATING FACTS

1996	Registered Boats	201,436	Lakes	300,000 acres
1996	Boating Accidents	66	Rivers	9,000 miles
1996	Boating Deaths	10	Coastline	0
1996	Boat*, Motor, Trailer and Accessory Sales	\$96,342,000	FY 98 Federal Grant	\$639,376

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Working with legislature on bills to create boating implied consent and mandatory boating/PWC education.
- The Iowa Department of Natural Resources has actively utilized federal boating safety funds to help provide safe, accessible boating access to Iowa waters. In recent years, these funds were used to match state Marine Fuel Tax funds to provide improved access to the Mississippi River at Marquette, Iowa and to provide boating access to 2,265 acres of planned or newly developed public waters including Brushy Creek Lake, Three Mile Reservoir, Raccoon River Regional Park Lake, East Lake and Deer Creek Lake.
- Development continues on the K-12 water safety training program which provides classroom information to youngsters across the state.
- All conservation officers have received extensive river rescue training.
- The Aquanauts boating safety program continued with the training of additional instructors. Several summer camps and public schools use this program, emphasizing hands-on training with motorboats, row boats, canoes, sailboats and water skiing.
- The DNR has sponsored a water safety poster contest for the past 18 years for grades 4-6 across the state. Over 500 entries are received annually. The contest develops water safety awareness among youngsters.
- A free home-study course is offered to Iowa's boaters. This is intended to make boaters more knowledgeable and hopefully reduce fatal and injury accidents.
- An infant/toddler life vest loan program has proven to be popular. It has been an excellent public relations program to protect young boaters. Many PFDs have been donated by several PFD manufacturers.

## PROGRAM EXPANSION

- Patrol and enforcement capabilities will be enhanced with an increase of at least two full-time positions and about six special summer patrol aides.
- Plans call for improving access on public waters through financing of fully accessible boat access facilities. They will be well-designed for safety, serve as points of information dissemination, help reduce congestion at existing launch sites and provide additional access points which will help reduce response times for search and rescue efforts.
- There is a significant, unmet need for additional marine patrol equipment including new patrol vessels and equipment to adequately outfit these vessels. There is also a need for new marine storage buildings.
- Continue to develop a special mandatory personal watercraft course for youths ages 12-17.
- A possible mandatory boating education program will require more student manuals, audiovisual training aids and other equipment to meet the demand.

# BOATING SAFETY DOLLARS AT WORK IN KANSAS



**ADMINISTERING OFFICE**  
 Department of Wildlife & Parks  
 Division of Law Enforcement  
 900 S.W. Jackson, Ste. 502  
 Topeka, KS 66612

**PRINCIPAL CONTACT**  
 Cheri Swayne  
 Boating Education Coordinator  
 Boating Law Administrator  
 Phone: (785) 296-2281/Fax: (785) 296-6953

## STATE BOATING FACTS

1996	Registered Boats	100,180	Lakes	340,000 acres
1996	Boating Accidents	59	Rivers	10,000 miles
1996	Boating Deaths	6	Coastline	0
1996	Boat*, Motor, Trailer and Accessory Sales	\$155,403,000	FY 98 Federal Grant	\$506,748

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Federal funding has provided necessary resources for the Department of Wildlife & Parks to develop and implement an effective boating education program that meets the requirements of the National Association of State Boating Law Administrators. The agency has utilized boating safety dollars to expand the boater education correspondence course to the classroom, through the guidance of a full-time boating education coordinator.
- Thousands of recreational boaters have been reached through various informational outreach efforts including the *Kansas Sober Skipper* program, *Kansas Boating Regulations and Safety Tips*, *Kansas Personal Watercraft Rider's Guide*, public service announcements, boat show displays, safe boater events and presentations including the Water Wise Expose.
- Conservation officers and boating safety officers provide professional service to the public by participating in education courses, enforcing state and federal laws, responding to and investigating boating accidents and providing search and rescue operations. The Department continues to train officers in BUI standardized field sobriety testing and breath alcohol instrument certification. Recently, the Law Enforcement division developed and implemented a BUI check lane procedural manual that provides officers with precise guidelines for conducting check lanes in accordance with state and federal laws.
- Attendance at national meetings, including those for NASBLA, WSBA, IAMI, NSBC and the National Water Safety Congress has provided the department with direct input in national boating safety issues. Funding for attendance at these conferences is directly supported by federal assistance.
- Continued updating of boats and officer equipment has been made possible through federal assistance. Prebreath testers are being acquired for each reservoir officer to enhance his/her BUI investigation practices.

## PROGRAM EXPANSION

- The agency would like to increase its seasonal boating safety enforcement officer force in high-use areas, resulting in increased safety through better control and management of boating activities.
- A boating program planning system should be developed to manage the growing diversity in watercraft on state reservoirs.

# BOATING SAFETY DOLLARS AT WORK IN KENTUCKY



**ADMINISTERING OFFICE**  
 Kentucky Dept. of Fish & Wildlife  
 Division of Law Enforcement  
 #1 Game Farm Road  
 Frankfort, KY 40601

**PRINCIPAL CONTACT**  
 Col. David Loveless  
 Boating Law Administrator  
 Phone: (502) 564-3074/Fax: (502) 564-3178

## STATE BOATING FACTS

1996	Registered Boats	156,666	Lakes	660,000 acres
1996	Boating Accidents	95	Rivers	18,500 miles
1996	Boating Deaths	8	Coastline	0
1996	Boat*, Motor, Trailer and Accessory Sales	\$102,087,044	FY 98 Federal Grant	\$804,995

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- The boating safety program stresses strict enforcement and education. Statistics indicate increased use of the state's waterways while boating fatalities have dropped.
- The enforcement program centers around a vigorous effort to remove alcohol and drug impaired boaters, making the waterways safer for family-oriented boating activities.
- Kentucky's educational program strives to reach boaters of all ages. Students in the school system comprise the mainstay of the program. There has been increased success in reaching the adult boater through civic programs and seminars given in the workplace.
- Efforts continue to disseminate boating safety information through the media. Press releases are released before major holiday weekends. During the off-season, information about the dangers of cold water and hypothermia is released.

## PROGRAM EXPANSION

- Cross-training with Kentucky conservation officers will allow additional patrol without hiring more personnel. A highly visible patrol is one of the greatest deterrents to violations and accidents. Increased manpower will enable patrols to operate on waters not typically patrolled.
- Equipment, including vehicles, boats and radios, must be upgraded so that officers may function efficiently.
- With additional funding, Kentucky could expand its educational and public information programs. Such funding would provide some part-time educators and allow boating safety to be taught in the boating season. More effort could also be devoted to video production and PSAs to reach more people.
- Funds for training new officers must be increased. Training for existing officers must continue, also. Such training enables officers to command more respect from the public and encourages their compliance with the law.

# BOATING SAFETY DOLLARS AT WORK IN LOUISIANA



**ADMINISTERING OFFICE**  
 Department of Wildlife & Fisheries  
 Louisiana Department of Wildlife  
 & Fisheries Enforcement Division  
 2000 Quail Drive/P.O. Box 98000  
 Baton Rouge, LA 70898-9000

**PRINCIPAL CONTACT**  
 Lt. Col. Charles Clark  
 Boating Law Administrator  
 Phone: (504) 765-2983  
 Fax: (504) 765-2832

## STATE BOATING FACTS

1996	Registered Boats	320,941	Lakes	4,741,760 acres
1996	Boating Accidents	146	Rivers	40,679 miles
1996	Boating Deaths	37	Coastline	7,721 miles
1996	Boat*, Motor, Trailer and Accessory Sales	\$217,925,000	FY 98 Federal Grant	\$999,418

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Louisiana, following the lead of the Coast Guard's Roles and Missions study of 1982 which recommended that states should assume the lead role in both boating law enforcement and boating safety education, formed the South East Louisiana Search and Rescue organization (SELSAR). This group coordinates the resources of each member organization to protect the lives of Louisiana citizens. It has resources to handle emergencies on land, in the water and under the water. SELSAR combines the talents of 106 organizations and agencies.
- Boating safety enforcement patrols have been enhanced and maintained by the addition of federal funding. The maintenance of the boating enforcement fleet has created a visible presence and increased voluntary compliance with safety regulations. This has had a direct affect on boating accidents, injuries and fatalities, and with the increased popularity of personal watercraft and ultra high-performance boats, only strong enforcement can stop accidents and fatalities from rising to unprecedented levels.
- A DWI task force has been active to help remove the alcohol or drug-impaired boater from the water. While the number of arrests rose initially, a more responsible attitude toward boating has evolved. Hot spots are ever changing and the enforcement effort is changing to meet the needs.
- The Boating Safety Education Program has been taken to the public by enforcement division instructors. The public has a chance to talk with the people they can expect to meet on the water. Information is shared about requirements, rules and local knowledge. Once again, the department will try to pass a boating education bill through the legislature that will meet all NASBLA requirements.
- Comprehensive training of all new agents is being continued in all aspects of boating, including boat accident investigation, DWI apprehension, boating education, search and rescue, stolen boats and more. There could also be more in service training for officers.

## PROGRAM EXPANSION

- Now more than ever, the need for boating safety programs far exceeds the available funding. More money needs to be authorized and appropriated for the boating safety account, so further expansion of boating safety programs can be implemented.
- More assistance could provide additional equipment to support SELSAR. This would provide a safer marine environment, reduce response time and possibly help save more victims.
- DWI enforcement could be enhanced and more persons who are dedicated to this specific task of removing intoxicated boaters from state waterways.
- Additional alcohol detection equipment needs to be issued to agents.
- Larger and better equipped enforcement patrols could be implemented with more funding. More time dedicated to the boating safety task and greater enforcement saturation would result in greater compliance to regulations and reduce careless operation.
- More boating education classes could be conducted with the combination of funding and a mandate for boaters to attend. A boat operator will realize safer waters when all other operators are following the same rules.

# BOATING SAFETY DOLLARS AT WORK IN MAINE



**Inland Fisheries & Wildlife Department**  
 Maine Warden Service  
 284 State Street, Augusta, ME 04333  
**Col. Parker K. Tripp**  
 Director of Law Enforcement  
 Boating Law Administrator  
 Phone: (207) 287-2766 / Fax: (207) 287-8094

**Department of Marine Resources**  
 Bureau of Marine Patrol  
 State House Station #21  
 Augusta, ME 04333  
**Col. Joseph Fessenden, Chief**  
 Phone: (207) 624-6550  
 Fax: (207) 624-6024

## STATE BOATING FACTS

1996	Registered Boats	118,786	Lakes	1,452,800 acres
1996	Boating Accidents	42	Rivers	32,000 miles
1996	Boating Deaths	0	Coastline	3,478 miles
1996	Boat*, Motor, Trailer and Accessory Sales	\$58,705,000	FY 98 Federal Grant	\$721,070

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- In addition to formal instruction, informational and educational materials are also distributed by Inland Fisheries and Wildlife and the Department of Marine Resources at sportsman shows and trade and regional shows. Literature is also provided to each person registering a boat, as well as to boat dealers, legislators upon request, marina and town clerks.
- Public service announcements dealing with safe boat operation have been developed and are continuously updated.
- IF&W game wardens and DMR marine patrol officers have all received extensive training in OUI detection and apprehension.
- Both IF&W and DMR have extensive boat accident investigations. Stolen watercraft are investigated by our enforcement personnel.

## PROGRAM EXPANSION

- There is a genuine need to have Maine wardens and marine patrol officers be trained in boat accident reconstruction.
- There will also be the purchase of some equipment with boating dollars.
- Money will also be used to increase additional enforcement personnel, and to increase the number of OUI details.
- Aircraft details will assist in enforcing the water safety zone on inland waters.

# BOATING SAFETY DOLLARS AT WORK IN MARYLAND



**ADMINISTERING OFFICE**  
 Department of Natural Resources  
 Natural Resources Police  
 Tawes State Office Building  
 580 Taylor Avenue E-3  
 Annapolis, MD 21401

**PRINCIPAL CONTACT**  
 Col. John W. Rhoads  
 Superintendent  
 Phone: (410) 260-8881  
 Fax: (410) 260-8878

## STATE BOATING FACTS

1996	Registered Boats	194,266	Lakes	398,720 acres
1996	Boating Accidents	197	Rivers	N/A
1996	Boating Deaths	19	Coastline	5,490 miles
1996	Boat*, Motor, Trailer and Accessory Sales	\$153,450,000	FY 98 Federal Grant	\$1,931,224

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- The Natural Resources Reserve Officer Program recruits and trains volunteers to enhance existing field enforcement patrol functions by freeing sworn officers to concentrate on law enforcement-related responsibilities. Reserve officers provide assistance to boating and hunting education programs, public relations assignments, general clerical and communications functions, and logistical support, in addition to assisting sworn officers during the course of enforcement patrols.
- The Maryland Natural Resources Police and the Anne Arundel County Fire Department entered into a coop-

erative agreement to provide waterborne fire and rescue service to the mid-Chesapeake Bay area. The unit, designated "Rescue One," is stationed in the Annapolis area, and is available for emergency response at all times. NRP provided the patrol vessel and police communications equipment, while AA County equipped and manned the vessel for fire suppression and Advanced Life Support capabilities. AA County fire fighting and EMS personnel are also NRP reserve officers, and have completed the NRP Boat Operators Certification Program.

## PROGRAM EXPANSION

- Additional staff added to our Outdoor Education Division to increase personal watercraft education programs. Their efforts have resulted in a new PWC student take-home book, instructor hands-on training utilizing PWC, increased PWC coverage in the basic boating course, and new standards for safe livery operations of PWC.
- The agency is training all its enforcement officers in the use of hand held GPS. The agency is procuring 40 GPS units with a goal of eventually having one for each officer.
- NRP will continue its specialized personal watercraft enforcement units to patrol areas of frequent complaints. NRP will expand its officer training using personal watercraft.
- NRP will institute a reserve officer program utilizing trained volunteers to assist enforcement officers. An additional NRP officer is needed to implement this program.
- The agency will develop new educational materials on PWC regulations, boating laws and regulations, interactive educational course, and new a promotional program on personal watercraft safety.
- NRP has replaced or augmented boats, motor vehicles and equipment and this year will purchase 46 outboard motors, two aluminum boats and trailers and 22 enforcement vehicles.

# BOATING SAFETY DOLLARS AT WORK IN MASSACHUSETTS



**ADMINISTERING OFFICE**  
 Department of Fisheries  
 Wildlife & Environmental Law Enforcement  
 175 Portland St., 5th Floor  
 Boston, MA 02114

**PRINCIPAL CONTACT**  
 Col. Richard Murray  
 Director  
 Boating Law Administrator  
 Phone: (617) 727-8589 / Fax: (617) 727-8551

## STATE BOATING FACTS

1996	Registered Boats	137,484	Lakes	294,400 acres
1996	Boating Accidents	21	Rivers	4 major rivers
1996	Boating Deaths	5	Coastline	1,519 miles
1996	Boat*, Motor, Trailer and Accessory Sales	\$137,646,000	FY 98 Federal Grant	\$742,040

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Increased law enforcement presence on the water with particular emphasis on BUI operation has led to greater cooperation and resources sharing with the U.S. Coast Guard. State BUI enforcement training has been provided by our organization to a number of Coast Guard personnel. Increases in the numbers of joint patrols are expected.
- Volunteered to be one of the five states participating in the U.S. Coast Guard's pilot VIS program.
- Provided law enforcement instructors for a newly-created Harbormaster's Certified Training Program in conjunction with the Mass Criminal Justice Training Council.
- Marine safety enforcement patrols were significantly increased during high-use periods by the availability of a dedicated overtime account.
- Our personal watercraft (PWC) safety training program expanded with the cooperation of PWC dealers who assist with instruction, promotion and course citing. PWC safety packets have been distributed to all PWC rental companies for customer training information purposes. It includes a "state PWC law" decal which by regulations must be affixed to all rental units. This new decal is being widely distributed to all PWC users.
- A safety campaign emphasizing the importance of wearing lifejackets continued to expand through education and enforcement. Press releases focusing on lifejackets which spawned much media coverage, instruction in safety courses and boating law classes, increased enforcement of PFD wearage requirements, and the continuation of a lifejacket loaner program were the primary means used to spread the safety message.

## PROGRAM EXPANSION

- Current marine enforcement efforts will be expanded through the hiring of additional officers and the continuation of specialized marine training. The patrol fleet is in need of expansion and existing craft require refurbishing. An enhanced patrol capability will also allow for a more effective response to marine accidents and other emergencies (estimated annual cost \$1.3 million).
- Boating education is one of the most effective means of promoting safety over the long run as the heightened attention paid to mandatory operator licensing indicates. One of our most important, unmet goals is to provide a basic boating course for youth within every interested school system in the state. The placement of additional safety officers and civilian specialists would enhance the coordination of current education/training efforts.
- A more sophisticated approach toward addressing boating safety problems demands that we acquire a more reliable and valid data base. This will require a rigorous research program.
- Implementation of new computer technologies, including a data imaging system to catalog the various types of information more efficiently could be utilized now. This could also allow an enhanced computer link with state/federal agencies. It is a long-term initiative that warrants immediate attention.
- A new state automated licensing system, SPORT, will include boat registration and titling. It is in the preliminary design phase.

# BOATING SAFETY DOLLARS AT WORK IN MICHIGAN



**ADMINISTERING OFFICE**  
 Department of Natural Resources  
 350 W. Allegan  
 Mason Building 48933/P.O. Box 30031  
 Lansing, MI 48909-7531

**PRINCIPAL CONTACT**  
 Lt. Lyle Belknap  
 Boating Law Administrator  
 Phone: (517) 335-3414  
 Fax: (517) 373-6816

## STATE BOATING FACTS

1996	Registered Boats	942,195	Lakes	840,786 acres
1996	Boating Accidents	478	Rivers	36,350 miles
1996	Boating Deaths	20	Great Lakes	1,295,000 acres
1996	Boat*, Motor, Trailer and Accessory Sales	\$685,590,000	FY 98 Federal Grant	\$2,222,567

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Strategic implementation of concentrated patrol efforts has resulted in the seventh consecutive year of less than five fatal accidents per 100,000 registered boats.
- The objective to train 50,000 students ages 12-16 in safe boat operation was reached. Last year, the state trained 50,544 students in that age group.
- Evaluation of individual county accident experience from 1985 through 1994 indicates that 28 of the state's 83 counties (33 percent) have decreased their accident risk experience.
- The purchase of new boats and equipment has allowed Michigan to expand search and rescue capabilities on the 2,985 miles of Great Lakes shoreline and 11,037 inland lakes.

## PROGRAM EXPANSION

- The Department of Natural Resources plans to review and consolidate gains made in safety by reviewing and possibly redeploying our enforcement effort.
- Michigan will reevaluate educational strategies to identify, if possible, ways of reducing accidents among recreational boating groups.
- The DNR plans to expand education and training with personal watercraft.

# BOATING SAFETY DOLLARS AT WORK IN MINNESOTA



**ADMINISTERING OFFICE**  
 Department of Natural Resources  
 500 Lafayette Road  
 St. Paul, MN 55155-4046

**PRINCIPAL CONTACT**  
 Kim Elverum  
 Boat and Water Safety Coordinator  
 Boating Law Administrator  
 Phone: (612) 296-0905 / Fax: (612) 296-0902

## STATE BOATING FACTS

1996	Registered Boats	758,666	Lakes	4,967,510 acres
1996	Boating Accidents	138	Rivers	92,000 miles
1996	Boating Deaths	12	Coastline	0
1996	Boat*, Motor, Trailer and Accessory Sales	\$299,288,000	FY 98 Federal Grant	\$1,595,481

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Developed 17 national award-winning boating safety PSAs for radio and TV. These spots were used in Minnesota and 22 other states, and the Corps of Engineers.
- Implemented a tough boating while intoxicated (DWI) law, including printing of arrest packets, purchase of digital breath testers, officer training, increased patrols and public information campaigns done with our Department of Public Safety.
- Printed and distributed educational materials, including: a boating course for 12-17 year-olds (120,000 certified to date), comic and coloring books for younger kids, two boating guides for the Mississippi River and a number of brochures on boating safety topics.
- Printed and distributed 250-300,000 copies of our *Boating Guide* (a summary of laws and rules) each year.
- Established a position working with use conflicts.
- Purchased boats, motors, trailers and associated gear for enforcement and patrol, including establishing a Lake Superior Marine Unit, in response to cutbacks by the Coast Guard on this Great Lake.
- Developed numerous safe and reliable public access sites to rivers and lakes throughout the state.
- Developed a management strategy on personal watercraft, including: 1) mail-out of over 20,000 PWC videos (including brochure and decal) to owners over a three-year period, 2) doing a video news release and numerous print releases, 3) training enforcement officers in PWC techniques, 4) using officers to conduct a short training session in vacation areas and 5) increasing the available hours by setting up a PWC Team and using grants to get more officer time on the water.
- Shooting, editing and distributing a 39-minute video on boating safety in 1997 that summarizes Minnesota laws and gives tips to boaters on safety items.

## PROGRAM EXPANSION

- With the advent of new tough DWI laws in our state, which combine boats, snowmobiles and motor vehicles, more time and effort will be needed to enforce and administer them. This will require additional computer time, personnel hours and equipment.
- Diversity and growth on lakes and rivers will bring about more requests for surface use restrictions (local ordinances and zoning).
- There will be a continuing need to fund enforcement and replace equipment such as boats, motors, trailers, radar and other items. These items are becoming more sophisticated and also more expensive to replace.
- The legislature will be enacting new laws on personal watercraft during 1998. These laws will require an additional effort on the part of the state and counties in enforcement and education. In 1997 they represented only 3.5% of the total boats registered, but were involved in 35% of the reported nonfatal accidents. They also represent approximately 50-60% of all the complaints received by officers.
- Our registration system is constantly undergoing upgrades and changes. Our state is looking at moving to electronic licensing where someone can get all their licenses in one location.
- Access acquisition and development also is getting more expensive, due to the high prices for land adjacent to public water and the costs of development.

# BOATING SAFETY DOLLARS AT WORK IN MISSISSIPPI



**ADMINISTERING OFFICE**  
 Department of Wildlife, Fisheries and Parks  
 Office of Law Enforcement  
 P.O. Box 451  
 Jackson, MS 39205

**PRINCIPAL CONTACT**  
 Elizabeth Raymond  
 Wildlife & Fisheries Coordinator  
 Boating Law Administrator  
 Phone: (601) 364-2185/Fax: (601) 364-2239

## STATE BOATING FACTS

1996	Registered Boats	252,463	Lakes	320,000 acres
1996	Boating Accidents	98	Rivers	4,100 miles
1996	Boating Deaths	13	Coastline	94 miles
1996	Boat*, Motor, Trailer and Accessory Sales	\$95,084,000	FY 98 Federal Grant	\$1,000,703

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- The boat registration department continues to require all homemade boats to be inspected prior to registration. Officers are continuing to inspect over 1,100 boats yearly for proper seaworthy conditions and verification of homemade status. There are at least fifty registered boats and 3.5 numbered boats per square mile of land area considering every 1,000 people in the state. The number of registered boats is increasing approximately 9,000 every year. The law enforcement officers worked 200 cases in boat registration. They worked 74 cases on stolen equipment and wrote 1,024 boating violations. The recovered stolen equipment totaled \$274,700. Forty-two boats were purchased for enforcing the boating safety laws.
- The education program is expanding each year with home study boating correspondence courses and 8,391 students certified in 1997. There are 473 volunteer boating instructors and law enforcement personnel qualified to teach classes. A total of 11,783 students are currently in the data base system reflecting boating classes certification. These were issued permanent identification cards and instructions to carry them on board when operating a watercraft.
- Alcohol-related boating accidents and fatalities have been drastically reduced due to the passage of the Boating Under the Influence Law. Law Enforcement officers are being trained annually by state troopers and Mississippi Crime Law personnel in the use of alco sensors breath analysis machines and the larger 5,000 series testing equipment located in strategic state locations.

## PROGRAM EXPANSION

- Effective July 1, 1998, the law requiring motorized boats and outboard motors to be titled will become effective. This law is not mandatory but will be on an optional basis. In a program expansion effort, a survey was conducted to establish benefits of instituting boat titling. The banks and lending institutions were insuring their security interests by endorsing the bill. Also, the agency law enforcement efforts approved the bill from the standpoint of marine theft. There is no way at this time to calculate the number of boats and motors to be titled as the program is on an optional basis. In the planning process, the new program will require new documents, a new data processing system and personnel training.
- Purchase portable alcohol testing vans to be used on high traffic boating area waterways. These would be rotated on weekends according to the waterway needs. Federal funding is critical for the purchasing of the vans.

# BOATING SAFETY DOLLARS AT WORK IN MISSOURI



**ADMINISTERING OFFICE**  
 Missouri State Water Patrol  
 P.O. Box 1368  
 Jefferson City, MO 65102

**PRINCIPAL CONTACT**  
 Col. Larry Whitten  
 Boating Law Administrator  
 Phone: (573) 751-3333/Fax: (573) 636-8428

## STATE BOATING FACTS

1996	Registered Boats	311,607	Lakes	422,710 acres
1996	Boating Accidents	315	Rivers	56,000 miles
1996	Boating Deaths	22	Coastline	0
1996	Boat*, Motor, Trailer and Accessory Sales	\$203,289,000	FY 98 Federal Grant	\$1,319,221

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Saturation enforcements targeting drug and alcohol abuse on our waterways continue to be very productive.
- The *Missouri Watercraft Manual — A Guide to Safety* has undergone major revisions due to changes in the laws passed during the 1995 legislative session. The printing and distribution of this extremely popular water safety manual is made possible by federal funding.
- The content of the Boating and Water Safety programs conducted in the state's school systems has been revised to include changes in the laws and an emphasis on personal watercraft safety.
- Funds are used annually to upgrade the patrol boat fleet and associated equipment. Many patrol boats, trailers, motors, radio equipment, etc., have been replaced.
- Equipment for the Water Patrol Dive Team was purchased and includes computers and underwater communication capabilities. All divers receive extensive training and are certified master divers. Divers' duties include recovery of accident and drowning victims, as well as recovery of evidence associated with felony cases.
- Federal funding has enabled the Patrol to purchase computer equipment resulting in enhanced efficiency.
- We are preparing to mail a customer satisfaction survey. We expect a 60% return based on the way we have approached the project (cost \$4,100).
- The Water Patrol has hired eight additional officers to enforce state laws and promote water safety in high traffic areas.
- In addition to our regular boating safety classes offered in secondary schools, we are now offering adult water safety classes in cooperation with vocational technical schools. (Cost \$4,000)

## PROGRAM EXPANSION

- Saturation enforcement will be increased in areas where drug and alcohol abuse is problematic.
- A comprehensive strategic planning process is being developed with the assistance of a planning consultant. The plan will identify strategic issues, goals, objectives and actions so that we can be more responsive to the public while accomplishing our mission.
- The Patrol plans to begin a marine theft prevention program that will include the marking of personal equipment that is especially prone to theft.
- There will be emphasis on officer training for BWI enforcement, accident investigations, educational programs, criminal investigations and public relations.
- Billboards promoting water safety have been placed on main routes to major recreational boating areas. (Cost \$6,500)
- Home page on the Internet ([www.dps.state.mo.us/dps/mswp/](http://www.dps.state.mo.us/dps/mswp/)). Site provides information on Missouri State Water patrol programs, services, watercraft manuals and statistics pertaining to accidents, fatalities and drownings. (Cost \$2,800)
- Internet on-line boating safety course is available in cooperation with BOATS/US.
- Public Service Announcements have been made available to television stations across Missouri.

# BOATING SAFETY DOLLARS AT WORK IN MONTANA



**ADMINISTERING OFFICE**  
 Department of Fish, Wildlife & Parks  
 Law Enforcement Division  
 1420 E. Sixth Avenue/P.O. Box 200701  
 Helena, MT 59620

**PRINCIPAL CONTACT**  
 Jean Sewell  
 Program Coordinator  
 Boating Law Administrator  
 Phone: (406) 444-2414  
 Fax: (406) 444-4952

## STATE BOATING FACTS

1996	Registered Boats	46,476	Lakes	1,060,480 acres
1996	Boating Accidents	32	Rivers	8,000 miles
1996	Boating Deaths	13	Coastline	0
1996	Boat*, Motor, Trailer and Accessory Sales	\$29,272,000	FY 98 Federal Grant	\$413,767

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Montana has been using a NASBLA-approved home study course for several years. Although aimed at youth, it is distributed to adults as well. It is available free of charge at any Fish, Wildlife & Parks office. Over 500 people have passed the course since 1994.
- FWP wardens and conservation education staff are called upon to present boat and water safety education programs to a variety of adult and youth groups and schools. In 1996, department personnel provided programs on training to 2,500 people across the state.
- A boating safety brochure was developed with a user-friendly format. We received positive feedback and are updating the brochure with new law changes.
- New equipment was purchased including canoes, motorboats, kayaks and radio equipment, which has enhanced patrol efforts on Montana waters.
- The DFWP has trained volunteers from a boating club to inspect boating safety equipment at a popular boating area. Boaters who passed received a decal to indicate they had gone through the inspection successfully.
- In 1996, our department participated in the Healthy Mothers, Healthy Babies "Stay on Top of it" program. HMHB is a nonprofit organization which receives grant money from the Department of Health and Human Services to specifically promote educating the public around open water-related activities. In addition to our agency, they partnered with several other groups and organizations which included the American Red Cross, U.S. Coast Guard Auxiliary, Montana Power Co. and Disaster and Emergency Services to name a few, who provided expertise and donated reference materials for educational packets for distribution. Packets of information include drowning prevention, boating safety, life jackets, dam safety, learning to swim, etc. and are distributed to the public. Other information is distributed which include PSAs and articles to the news media.

## PROGRAM EXPANSION

- With the growth of water recreation in western Montana, crowding is increasing. A committee has been formed by the agency to discuss current problems and suggest solutions to user conflicts. Funding will be needed to support this initiative. The committee includes representatives from the various user groups and responsible agencies.
- After resolving the user conflict problems, the agency will continue its work on a statewide management plan to allow for the best allocation of resources and enforcement efforts.
- We plan to implement a volunteer program for people interested in promoting boating safety. Volunteers would observe and report unsafe boating practices and complaints to local authorities.
- The 1995 legislature passed a law giving the state \$60,000 per fiscal year to divide among interested counties as matching one-to-one with federal funds for enforcement of boating laws. In 1997, four counties participated in the program. In 1998 we will be contacting more counties in high-use boating areas to see if they are interested in taking advantage of the offer.

# BOATING SAFETY DOLLARS AT WORK IN NEBRASKA



**ADMINISTERING OFFICE**  
Game & Parks Commission  
Outdoor Education Division  
2200 N. 33rd Street/P.O. Box 30370  
Lincoln, NE 68503-0370

**PRINCIPAL CONTACT**  
**Herb Angell**  
Boating Law Administrator  
Phone: (402) 471-5579  
Fax: (402) 471-5528

## STATE BOATING FACTS

1996	Registered Boats	70,414	Lakes	100,000 acres
1996	Boating Accidents	40	Rivers	1,500 miles
1996	Boating Deaths	6	Coastline	0
1996	Boat*, Motor, Trailer and Accessory Sales	\$29,189,000	FY 98 Federal Grant	\$431,659

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- The Nebraska Game and Parks Commission produced a 30-minute boater education video, using federal boating safety funds. *Boating the Starboard Way* is being made available to all states for their education programs. The program specifically targets teens.
- A boating safety course is offered to Nebraska residents free of charge. It includes classroom courses taught by volunteers, a home study course and the involvement of public schools.
- Patrol boats have been purchased, giving enforcement officers mobility on the water to conduct inspections and monitor recreational boating.
- Several brochures have been developed, including ones dealing with hypothermia and cold water survival, and the effects of alcohol consumption on boaters.
- Navigation aids have been installed to mark waterways.
- Several boat storage facilities have been constructed, allowing agency-owned boats to be safely stored near busy waterways for faster response.
- Provided a 10-minute personal watercraft video which was mailed to every personal watercraft owner on record.

## PROGRAM EXPANSION

- A boating safety course for youths ages 14 and 15 should be implemented in anticipation of passage of a motorboat operator license within the next two to three years. The proposed course would be NASBLA-approved. Passage of such a law would dramatically increase demand for such a course. Presently in state legislature in the form of a bill. Bill is legislature for mandatory education for 14 and 15 year old PWC operators.
- User conflicts will be on the increase. To respond, the agency is already studying solutions. In addition, personal watercraft use has increased, and the agency expects to direct more attention to potential problems arising from PWC growth. Additional planning, education and enforcement is anticipated.
- Producing a number of TV public service announcements during 1996 for 1997.

# BOATING SAFETY DOLLARS AT WORK IN NEVADA



**ADMINISTERING OFFICE**  
 Division of Wildlife  
 Law Enforcement Bureau  
 1100 Valley Road, Reno NV 89512  
 P.O. Box 10678, Reno, NV 89520

**PRINCIPAL CONTACT**  
 Fred F. Messmann  
 Deputy Chief Game Warden  
 Boating Law Administrator  
 Phone: (702) 688-1542/Fax: (702) 688-1551

## STATE BOATING FACTS

1996	Registered Boats	55,628	Lakes	421,000 acres
1996	Boating Accidents	193	Rivers	750 miles
1996	Boating Deaths	9	Coastline	0
1996	Boat*, Motor, Trailer and Accessory Sales	\$35,748,000	FY 98 Federal Grant	\$542,077

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Nevada has significantly increased OUI arrests. All boating officers were trained in the use of HGN, PBTs, FSTs, and the Intoxilizer 5000. The Division of Wildlife purchased Alco Sensor IIIs for all boating officers, three Intoxilizer 5000s and placed them in high boat traffic areas for multi-jurisdictional use. Also, patrol boats were purchased, and more boating safety officers were added.
- The agency improved its record-keeping on boating accidents reported to the state. This was accomplished by mailing notices and accident report forms to all registered boat owners in their registration renewals. All law enforcement agencies were trained on the reporting requirement. DOW also hosted U.L. Accident Investigation seminars for five consecutive years.
- Nevada passed the nation's first mandatory insurance, boat repair facility reporting requirement. All serious accidents and fatalities were investigated.
- Three more boating officer positions have been created and filled, due to public demand and safety concerns.
- Training has been increased specifically for boating operation, OUI enforcement, accident investigations, marine sanitation, noise enforcement, boat theft detection, sonar search and swiftwater rescue.
- Statewide communications equipment, and dispatchers have been added. Quality control monitoring of NCIC stolen vessel entries has increased recovery rate to 42%.
- The agency purchased "Bobby the Boat" to offer boat safety programs in schools, at boat shows and parades to educate youngsters.
- Nevada will concentrate on insuring public understanding of the importance of wearing life jackets and avoiding alcohol.

## PROGRAM EXPANSION

- OUI checkpoints and aggressive OUI detection and enforcement patrols coupled with educational pamphlets and PSAs. A stricter implied consent provision allowing use of reasonable force to obtain BACs of suspected intoxicated operators and new felony provisions for bodily injury or fatal boat accidents involving intoxicated operators.
- Navigational aids program on state waters.
- Marine sanitation device enforcement based on new state laws patterned after federal laws.
- Thirty-six percent of Nevada game wardens' time is devoted to the boating program; however, 57% of their contacts are boating-related.
- Using increased federal aid from Wallop-Breaux, the Division has replaced older patrol vessels and purchased new patrol vessels for new positions.
- Increased emphasis on boating accident investigation.
- State issued and placed hull ID number decals for state assigned hull ID numbers including hidden HINs.
- New personal watercraft livery operator regulations require renters and every person who will operate under the rental contract to receive instruction on the safe operation of the PWC. Overt and covert operations to insure compliance have been conducted and will continue statewide at peak rental times.
- A realignment of positions and responsibilities will be directed to a greater emphasis on boater education coupled with increased patrol efforts utilizing increased federal aid allocations from Wallop-Breaux.

# BOATING SAFETY DOLLARS AT WORK IN NEW HAMPSHIRE



**ADMINISTERING OFFICE**  
 Department of Safety  
 Division of Safety Services  
 Marine Patrol Bureau  
 31 Dock Road  
 Gilford, NH 03246-7627

**PRINCIPAL CONTACT**  
 Captain Thomas J. McCabe, Jr.  
 Bureau Chief  
 Boating Law Administrator  
 Phone: (603) 293-2037 / Fax: (603) 293-0096

## STATE BOATING FACTS

1996	Registered Boats	87,866	Lakes	149,344 acres
1996	Boating Accidents	37	Rivers	3,225 miles
1996	Boating Deaths	4	Coastline	158 miles
1996	Boat*, Motor, Trailer and Accessory Sales	\$66,621,000	FY 98 Federal Grant	\$542,036

\* Retail values for inboard boats, stern-drive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Federal funding has been responsible for our continuing improvement of our Cardinal Inland Navigational Navigation System. The program has started to pay dividends by providing increased visibility in our lighted buoy system as well as improved maintenance and reliability. Our new lighted buoy system required virtually no maintenance during the boating season.
- Due to New Hampshire's new Boating While Intoxicated statute, boaters convicted of BWI will lose their right to drive their car for a minimum of three months. Since this change became effective, the Marine Patrol has undertaken a more aggressive BWI Education and Public Awareness program to insure the boating public understands the additional costs incurred if they are arrested and convicted of Boating While Intoxicated. The program appears to have had a positive effect with a reduction of BWI cases over the previous year.
- Boating education continues to be a priority for the Marine Patrol Bureau. Over the last two years, the Bureau has experienced a major increase in demand for our classes. We have added additional classes at our main facility in Gilford and other areas around the state. Federal funding is instrumental to our education program, allowing us to offer our basic boating education classes to the boating public free of charge including materials.
- New Hampshire's coastal substation became part of our regular operations several years ago, and continues to provide quality service and assistance. Our commitment to continue and provide that service remains very high.
- Replacing and repairing used and worn out equipment remains a continuing effort by our maintenance section. Federal funding enables the bureau to maintain its fleet of 61 patrol and navigational maintenance boats. That task would otherwise be overwhelming given the demand created by increasing use of New Hampshire's one thousand lakes and ponds.

## PROGRAM EXPANSION

- As a result of changes created by the legislature, we will be required to increase our in-service and recruit training. Much of the new training will be done by our full time sworn staff where it had been done by the Police Standards and Training Council in the past. That change will require our personnel to become certified by New Hampshire PSTC before they can assume their additional new duties.
- As of this writing, we are setting the final plans to totally redo and expand our communications system. This new system, which will become part of the new state-wide communication system, will allow our officers to communicate with us from anywhere in the state regardless of their location and proximity to natural obstructions. Additionally, they will (when the program is complete), have the ability to talk to all local public safety departments which they may have a need to during the course of their duties. Unfortunately, given the cost of this system, implementation and completion will require the need to phase the program in over two years. Federal funding will, of course, be necessary as an element of the financial package required to bring the program to fruition.

# BOATING SAFETY DOLLARS AT WORK IN NEW JERSEY



**ADMINISTERING OFFICE**  
New Jersey State Police  
River Road  
P.O. Box 7068  
West Trenton, NJ 08628-0068

MARINE LAW ENFORCEMENT BUREAU

**PRINCIPAL CONTACT**

Capt. Warren Backer  
Bureau Chief

Boating Law Administrator

Phone: (609) 882-2000, ext. 2761/Fax: (609) 882-8110

## STATE BOATING FACTS

1996	Registered Boats	183,224	Lakes	200,960 acres
1996	Boating Accidents	260	Rivers	1,750 miles
1996	Boating Deaths	17	Coastline	1,792 miles
1996	Boat*, Motor, Trailer and Accessory Sales	\$179,667,000	FY 98 Federal Grant	\$1,781,387

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Facilities to house our officers are still a priority. We have vacated the former leased space at the Port Norris Marina and now occupy a new, modern station at Bivalve in Cumberland County. Troop "F" has nine patrol boats assigned to the Bivalve Station, including one of our fifty-five foot boats. These vessels are used to patrol the Delaware Bay, fifteen miles to the center channel as it is a part of the Intercoastal Waterway. Patrols cover the Salem, Maurice and Cohansy rivers. The area covers Cape May Point; past the Salem nuclear facility to the Salem-Gloucester County line which amounts to approximately 66 linear miles. The Bivalve Station area of responsibility includes all of the state's waters in both Gloucester and Salem counties.
- FFY98 RBS funds will pay the lease payments for our office trailers at the Newark Bay and Burlington stations. A replacement for the leased office trailer at the Newark Bay Station has been proposed. RBS funds would be used to purchase a new two-story composite office trailer to be situated where the inadequately sized one-story trailer currently exists.
- We are currently 87 marine law enforcement positions short of what we were in 1989. Because of the shortage of enforcement personnel, we must rely on the federally funded monies to support our patrol program. If these funds were not available, we could not provide adequate police coverage in the busier months, nor would we be able to patrol some of our more remote areas. To counteract this shortage, we are again developing an Overtime Patrol Enhancement (OPE) program after a one-year suspension. From 1994 through 1996 the OPE preserved our capability to field patrols during the busy warm weather season.
- Federal RBS monies fund the purchase of boating safety pamphlets and student workbooks which are distributed throughout the state and schools.

## PROGRAM EXPANSION

- Projected state budget reductions remain a concern, so federal dollars are required in order to maintain an efficient and effective traffic enforcement program. Additional clerical and vessel maintenance workers are in the process of being hired.
- The position of State Boating Law Administrator is one of the many administrative responsibilities of the Troop "F" Commander. This dual role requires recommending new administrative regulations, and commenting on proposed new state laws. An important aspect of this duty is to ensure that proposed state laws do not run counter to federal laws and regulations. One example is pending legislation which had proposed the mandatory wearing of personal flotation devices by all boat occupants aged 10 years and under. Captain Warren Backer, the Troop "F" Commander, has recommended this legislation be amended to read "all occupants aged 12 years and under," so as to mirror the recommendations of the U.S. Coast Guard and already enacted legislation in our neighboring states of Delaware and Pennsylvania.

# BOATING SAFETY DOLLARS AT WORK IN NEW MEXICO



**ADMINISTERING OFFICE**  
New Mexico State Parks  
P.O. Box 1147  
Santa Fe, NM 87504-1147

**PRINCIPAL CONTACT**  
**Ben Hoffacker**  
Director, Field Operations  
Boating Law Administrator  
Phone: (505) 827-7173/Fax: (505) 827-1376

## STATE BOATING FACTS

1996	Registered Boats	59,644	Lakes	162,560 acres
1996	Boating Accidents	72	Rivers	200 miles
1996	Boating Deaths	3	Coastline	0
1996	Boat*, Motor, Trailer and Accessory Sales	\$18,857,000	FY 98 Federal Grant	\$476,032

\* Retail values for inboard boats, sterndrive boats and outboard boats.

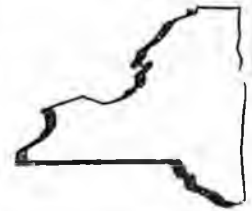
## PROJECTS AND PROGRAMS

- Two new solar-powered wind warning lights are being evaluated for future installation at more New Mexico lakes. Twelve lakes currently have wind powered lights.
- Elephant Butte and Navajo lakes, the largest in New Mexico, each received 25-foot Boston Whaler "Sentinels" to assist with inclement weather patrols and ATIs.
- Five new courtesy docks have been added to the public facilities at four major New Mexico lakes.
- Computers have been upgraded at all New Mexico state park lakes to assist with boat registration dial up retrievals.
- Three new marine enforcement officer residences have been installed in state parks.
- "Wind Talker" weather tracker systems have been installed at six New Mexico state park lakes which makes current weather reports available over the phone.
- Boating Safety funds have been matched to build a new boat storage building and MEO office at Elephant Butte Lake.

## PROGRAM EXPANSION

- An effort is underway to increase the locations where boating information is offered to the public by producing countertop displays at marine dealers and MVD field offices.
- Volunteers are being trained to assist New Mexico State Parks Marine Enforcement officers who offer our eight-hour Boating Basics class. Once these volunteers are trained, they will be able to offer these eight-hour classes on their own at new locations.
- An effort to increase safety for Marine Enforcement Officers through "Patrol Tactics" training will begin this spring and include on-the-water firearms training.
- A T-shirt giveaway program will begin this summer to encourage New Mexico's boating youth to wear PFDs. We plagiarized this effort from the Arizona Game and Fish Department.
- A boat operation proficiency course has been developed and will be given to all lake park staff who are on call and may utilize patrol boats for ATIs and rescue operations. These employees have attended 96 hours of vessel training.
- Prime time television spots will be purchased this summer to present boating safety ads.
- Two new 24-foot work barges will be purchased and stationed at Navajo Lake and Elephant Butte for "ATON" maintenance. Their 20-foot barges will be transferred to Caballo and Blue Water lakes which have no barges.

# BOATING SAFETY DOLLARS AT WORK IN NEW YORK



**ADMINISTERING OFFICE**  
Office of Parks, Recreation  
and Historic Preservation  
Bernadette Castro, Commissioner  
Empire State Plaza, Agency Building #1  
Albany, NY 12238

**PRINCIPAL CONTACT**  
Nelson Potter  
Director, Marine & Recreational Vehicles  
Boating Law Administrator  
Phone: (518) 474-0445  
Fax: (518) 486-7378

## STATE BOATING FACTS

1996	Registered Boats	458,092	Lakes	3,500,000 acres
1996	Boating Accidents	325	Rivers	70,000 miles
1996	Boating Deaths	23	Coastline	3,100 miles
1996	Boat*, Motor, Trailer and Accessory Sales	\$290,026,000	FY 98 Federal Grant	\$1,281,518

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Federal funds were used to develop New York's first comprehensive boating safety public service announcement campaign. Using many in-house resources, including employees and their families as actors, radio PSAs were taped and television PSAs were filmed on a local lake. Also, a poster and billboard message was developed and boating safety reminders were placed in park brochures in active boating areas.
- New York state parks developed a loaner PFD program for use on its 14 patrol units around the state. The "Loaner For Life" program was a success. Boating safety awareness has been increased.
- BWI enforcement has been enhanced with increased patrols, training and legislation. As a result, only a 7% rate of alcohol involvement as a factor in boating accidents was reported in 1995.
- Federal funding has increased the number of boaters who receive the *New York State Boaters Guide*, a comprehensive booklet on safe boating practices. Over 1,000,000 booklets will have been distributed by the end of 1998.
- Added funding has allowed the doubling of marine patrols over the last several years. Many patrol vessels are, however, near the end of a useful life.
- A PWC supplement was developed for the New York Young Boater Safety Program and has been incorporated into the "Make Sure, Make Shore" text targeted at ages 10-18.

## PROGRAM EXPANSION

- A training officer is needed to formalize training for patrol officers. A better coordinated program would result in better trained officers, more effective safety literature and more comprehensive public education. (Cost \$60,000)
- With additional funding, marine patrols could be increased to cover all major waterways for a longer season and more hours of coverage per day. (Cost \$200,000)
- There are currently no specialized patrols for BWI enforcement. Additional funding could solve this by adding patrols to problem areas. (Cost \$60,000)
- An automated system to track arrests would allow multiple offenders to be identified and actually receive the more severe penalties called for under present boating laws. Such a system would also help identify repeat offenders. We are currently able to do this only for BWI and reckless operation offenders with a temporary system. (Cost \$300,000)
- Personal watercraft accident rate: 8% of the vessels registered are PWCs but 30% of the accidents involved PWCs. OPRHP is actively working on a legislative measure to require boating safety education for all PWC operators. (Cost \$200,000)
- Specialized PWC enforcement with officers riding PWCs would be an effective way to address the accident problem. (Cost \$100,000)

# BOATING SAFETY DOLLARS AT WORK IN NORTH CAROLINA



**ADMINISTERING OFFICE**  
Wildlife Resources Commission  
Archdale Building  
512 N. Salisbury Street  
Raleigh, NC 27604-1188

**PRINCIPAL CONTACT**  
Ed Jenkins  
Division of Enforcement  
Phone: (919) 733-7191  
Fax: (919) 715-7644

## STATE BOATING FACTS

1996	Registered Boats	340,710	Lakes	315,200 acres
1996	Boating Accidents	190	Rivers	37,200 miles
1996	Boating Deaths	20	Sounds	2,000,000 acres
1996	Boat*, Motor, Trailer and Accessory Sales	\$226,569,000	FY 98 Federal Grant	\$1,044,270

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- North Carolina wildlife enforcement officers performed 29,704 hours of water safety patrols and search and rescue assistance and inspected 84,622 boats during 1997. Over 6,500 hours were spent on night boating operations — a time when alcohol use is higher and boating dangers increase significantly. Increased training on alcohol detection and identification resulted in a greater number of arrests for Operating Under the Influence, making the waters safer for all. The “get tough on drunks” word got out, and many boats where alcohol was present were using designated operators. Accident statistics for the past year indicate that alcohol involvement in fatal boating accidents dropped from over 30% to 14%. And the number of boating fatalities in 1997 matched the all-time low number of boating deaths (21) for the second straight year.
- The North Carolina Wildlife Resources Commission took part in two national boating safety studies during 1997. One, conducted by the National Transportation Safety Board, looked into the growing number of personal watercraft accidents and what can be done to reverse this trend. Another cooperative study with the Johns Hopkins University School of Hygiene and Public Health and the University of North Carolina Highway Safety Research Center was an extensive study of alcohol involvement in boating accidents. The purpose of this Coast Guard grant-funded case-control study was to quantify the risk of fatal or serious boating incidents for various levels of blood alcohol content and to determine if there is a dose-response relationship between alcohol and boating accidents.
- Manually inflatable PFDs, purchased with 1996 grant funds, will be provided to all patrol officers and not only will increase the officer’s personal safety but also will serve as an example to boaters of the importance of wearing lifesaving devices and the comfort of newly approved inflatable devices.

## PROGRAM EXPANSION

- Using Boating Safety funds, the Division will purchase approximately 15 patrol vessels, outboard motors, and trailers to replace aging patrol boats. Two (2) foam collar patrol boats will be purchased to patrol the Intracoastal Waterway. These specialty craft can come alongside boats while underway, lessening delays and the possibility of damage to boats. Officers will maintain a high profile on the ICW and lakes to discourage potentially unsafe boat operators.
- Registration and titling services to the boating public will continue to improve. The Customer Support System is a point of sale system which permits hundreds of agents across the state to provide boat registration and titling services previously only were performed by the agency’s main Raleigh office. The new system utilizes technology and equipment similar to that now used to make and verify credit card purchases. It is possible for the boat owner to obtain the new registration card and decal in a matter of minutes. The automated telephone system allows boat owners to quickly renew their boat registration using VISA and MasterCard credit cards. Also new and very popular with boaters is an automated telephone system that permits boat owners to inquire about their boat registration transaction status. Improvements made in the automated call distribution system also increases our employee productivity and allows the staff to handle telephone calls more efficiently.

# BOATING SAFETY DOLLARS AT WORK IN NORTH DAKOTA



**ADMINISTERING OFFICE**  
 Game & Fish Department  
 Information and Education Division  
 100 N. Bismarck Expressway  
 Bismarck, ND 58501-5095

**PRINCIPAL CONTACT**  
 Wilmer J. Pich  
 Boat & Water Safety Coordinator  
 Boating Law Administrator  
 Phone: (701) 328-6327 / Fax: (701) 328-6352

## STATE BOATING FACTS

1996	Registered Boats	38,713	Lakes	897,920 acres
1996	Boating Accidents	16	Rivers	N/A
1996	Boating Deaths	3	Coastline	0
1996	Boat*, Motor, Trailer and Accessory Sales	\$22,044,000	FY 98 Federal Grant	\$398,217

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

The Coast Guard Roles and Missions study of 1982 recommended that the states should assume the lead role in both boating law enforcement and boating safety education. The study recognized that federal financial assistance to the states would be necessary for the states to assume this responsibility. The Wallop-Breaux Trust Fund has provided the additional resources needed to accomplish this mission. Listed below are examples of projects and programs that could not have been done without federal financial assistance.

- Educating at least 3,000 boaters annually — making them aware of required and/or recommended safety equipment, boating laws and regulations, etc.
- "Kids in Boats" program, a joint effort with U.S. Army

Corps of Engineers and volunteer instructors utilizing COE electric motorboats, continues to be a successful program teaching boating skills.

- Training our personnel (29 game wardens) and sheriff's officers who perform boating safety patrols, investigate accidents and work on educational programs.
- Training our officers and educating the public in the enforcement of boating under the influence.
- Training a new cadre of volunteer instructors to teach boating safety throughout the state.
- Expand training for existing volunteer instructors.
- Initiate a Personal Watercraft course, train volunteer instructors using PWC from dealer loaner programs.

## PROGRAM EXPANSION

- Boating safety program needs far exceed available funding. With an increase in federal fuel taxes, more money is being supplied to the Wallop-Breaux Trust Fund. If more money from the trust fund was authorized and appropriated to the boating safety account, additional boating safety programs could be accomplished.
- Federal funds are needed to continue and improve existing programs, purchasing supplies such as visual aids, workbooks and safety equipment to be used as training aids.
- Training full-time personnel and new volunteers and supplying them with training aids, visual/audio equipment and necessary expenses.
- Reviewing accident reports to see if there is a pattern

and attacking the problem with either an educational effort in the areas concerned or saturation patrols of enforcement personnel in order to curb the activity that may be the cause of the accidents.

- Personal watercraft are perceived by some as a problem. There will be emphasis put on education of the personal watercraft users. Those using personal watercraft will be encouraged to form clubs and act as volunteer instructors to educate their peers who may be creating the problem. Enforcement personnel may be required to purchase similar craft in order to enforce those activities.
- Additional training to Game and Fish wardens on detecting and apprehending alcohol-impaired boat operators.

# BOATING SAFETY DOLLARS AT WORK IN OHIO



**ADMINISTERING OFFICE**  
 Department of Natural Resources  
 Division of Watercraft  
 4435 Fountain Square Drive, Building A  
 Columbus, OH 43224-1300

**PRINCIPAL CONTACT**  
**Jeffrey N. Hoedt**  
 Chief  
 Boating Law Administrator  
 Phone: (614) 265-6476  
 Fax: (614) 267-8883

## STATE BOATING FACTS

1996	Registered Boats	398,388	Lakes	2,479,000 acres
1996	Boating Accidents	242	Rivers	8,077 miles
1996	Boating Deaths	10	Coastline (Great Lakes)	264 miles
1996	Boat*, Motor, Trailer and Accessory Sales	\$228,273,000	FY 98 Federal Grant	\$2,048,623

\* Retail values for inboard boats, stern-drive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Ohio released a preliminary report of the *Division of Watercraft's Strategic Plan for the Twenty-First Century*. Based on input from numerous sources, including 18 public meetings, the plan identified these six top-priority issues as areas of immediate focus:
  - 1) Provide access facilities to enhance boating.
  - 2) Increase boating law enforcement presence.
  - 3) Strive for the equitable return and distribution of boaters' tax dollars to boating programs.
  - 4) Enhance public safety and confidence by requiring a minimum level of knowledge to operate a boat.
  - 5) Reduce user conflict and crowding on the waters.
  - 6) Increase boating safety and access information.

Numerous workgroups are now focusing on the priority issues. In addition, Quality Teams and Workgroups are focused on:

  - ◆ Improving customer satisfaction with the Division
  - ◆ Improving customer satisfaction with their Ohio boating experiences
  - ◆ Assessing and improving the level of boating safety
  - ◆ Improving boating access
- The Watercraft Information System (WIS) was initiated in 1997. This \$2 million comprehensive computer information system enhances the ability to transfer registration, titling and other data for more efficient service to Ohio's boating customers.
- Efforts are underway to increase the visibility of the state boating program. These efforts include enhanced marking of the Division of Watercraft's fleet of vehicles and vessels, newly designed summer uniforms and lifejackets for Ohio's watercraft officers, increased distribution of boating literature to the public, a newly launched boating web site and an enhanced capital improvements grant program which provides financial assistance to construct boating access facilities.

## PROGRAM EXPANSION

- Expansion of boating capital improvement efforts is well underway. The recently formed Resource Planning section is staffed with four full-time personnel. Over \$6 million of projects are planned through 2002. To enhance service to local development partners, the Division is striving to add a Lake Erie capital improvements coordinator and a staff engineer.
- The Division has created a master plan for future distribution of field resources and personnel. Based on defined and numerically scored county criteria, the Division has determined the optimum staffing levels needed to provide consistent service to boaters across the state.
- Efforts are underway to increase funding for state education, marine patrol and capital improvement grants to local agencies. Funding for each of these programs has increased by a minimum of 25% since 1996. Plans call for additional increases.
- In response to the expected passage of boating education requirements, volunteers are now being certified to teach the NASBLA-approved Ohio Boating Education Course. Plans call for tripling the current number of 100 instructors over the next three years.
- Purchase and training in the use of sound level meters is planned for marine patrols statewide. Ohio's noise level law takes effect January 1, 2000.

# BOATING SAFETY DOLLARS AT WORK IN OKLAHOMA



**ADMINISTERING OFFICE**  
 Department of Public Safety  
 Lake Patrol  
 3600 N. Martin Luther King  
 P.O. Box 11415  
 Oklahoma City, OK 73136-0415

**PRINCIPAL CONTACT**  
 Lt. Bob Sanders  
 Commander  
 Boating Law Administrator  
 Phone: (405) 425-2143  
 Fax: (405) 425-2894

## STATE BOATING FACTS

1996	Registered Boats	220,667	Lakes	555,450 acres
1996	Boating Accidents	117	Rivers	5,804 miles
1996	Boating Deaths	11	Coastline	0
1996	Boat*, Motor, Trailer and Accessory Sales	\$105,255,000	FY 98 Federal Grant	\$796,212

\* Retail values for inboard boats, sterndrive boats and outboard boats.

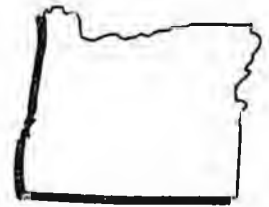
## PROJECTS AND PROGRAMS

- Patrol vehicles, vessels and enforcement and education equipment and supplies have been increased and enhanced to insure better officer effectiveness and safety.
- The Oklahoma Lake Patrol has purchased more safety education equipment. The Patrol also looks for ways to expand the safety education program as requirements change.
- Improvements to the program have contributed to the reduction of water-related deaths and injuries.
- A Boat Theft Division has been started in Oklahoma which will handle investigation of stolen vessels and motors.

## PROGRAM EXPANSION

- The Lake Patrol's need for more and better equipment is expanding, as is the number of registered boats in the state, and the number of recreational boaters.
- Long-range planning is a must for the Patrol to be prepared for increased use of state waters. Funding needs will continue to increase in order to insure current and future programs.
- The outlook is for mandatory education and operator certification. This will create a need for more supplies and increased administrative needs. The duties of patrol officers will also increase.
- An official Oklahoma Marine Investigation school which will be offered statewide and taught by Oklahoma Lake Patrolmen. It will help this state report boating accidents, incidents and drownings more accurately.

# BOATING SAFETY DOLLARS AT WORK IN OREGON



**ADMINISTERING OFFICE**  
 State Marine Board  
 435 Commercial Street NE, #400  
 Salem, OR 97309-5065

**PRINCIPAL CONTACT**  
 Paul Donheffner  
 Boating Law Administrator  
 Phone: (503) 373-1405 ext. 244/Fax: (503) 378-4597

## STATE BOATING FACTS

1996	Registered Boats	195,080	Lakes	500,000+ acres
1996	Boating Accidents	106	Rivers	10,000+ miles
1996	Boating Deaths	8	Coastline	429 miles
1996	Boat*, Motor, Trailer and Accessory Sales	\$112,073,000	FY 98 Federal Grant	\$1,127,116

\* Retail values for inboard boats, sterndrive boats and outboard boats.

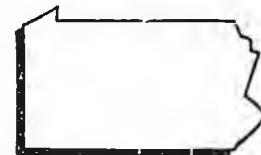
## PROJECTS AND PROGRAMS

- The State Marine Board administers Oregon's boating program and contracts for marine safety and law enforcement services with sheriffs and Oregon State Police's Fish and Wildlife Division. Sheriffs manage programs locally in 32 of the state's 36 counties; state police do so on a statewide basis with special attention to the remaining four counties.
- School education programs are conducted primarily by marine officers in the off-season. In 1997, they taught 897 classes, reaching 32,136 kids. For younger audiences, they use Bobby the Boat robots and distribute *Play it Safe* fun books, pencils and posters. Video programs are used for different grade levels. As a point of interest, a set of these videos is being used by a school district in Japan. A new instruction manual is being produced for all grade levels.
- In the past year, federal funds were used to buy 18 boats and nine Intoxilizer 1400s; additionally, about a third of the state's marine safety and law enforcement program is federally funded.
- Concerns over the increasing number of personal watercraft accidents, citations and conflicts with other boaters led the Marine Board to form an educational task force with personal watercraft dealers, manufacturers and rental liveries, law enforcement, the state PWC riders' organization, insurance and traditional boaters.
  - An outreach and education program for PWC owners and other riders includes:
    - an information package that includes a video; sticker for the craft listing basic safety information; an updated brochure on state rules and safe operating practices.
    - news media outreach on new law and owner liability for damage caused by people who borrow the craft.

## PROGRAM EXPANSION

- During the past decade, while Oregon's population grew by 12 percent and boat registration was up 31 percent, boat use in the Beaver State showed a dramatic increase of 67 percent. Demand for increased education, law enforcement patrols and conflict resolution continues to be fueled by this explosion in boat use.
- A law enforcement program assessment, completed in February 1998, identified more than \$3 million in additional patrol needs for 1999-2001. Patrol craft acquired in the 1980s need to be replaced or refurbished.
- A boating education course tailored to PWC operators is a future plan for the PWC Task Force.
- Oregon's boating/alcohol public education campaign needs to be expanded with additional funding for PSAs, theater slides, billboards, brochures, surveys and advertisements. This is a long-term project to change public attitudes toward drinking while boating.
- The state will conduct a study on the need for mandatory education or operator licensing, with a view to evaluating the effectiveness of other state's programs and gauging the acceptability of various program options and implementation strategies.
- Funding is needed to improve boating accident reporting and investigation, and for implementation of the federal Vessel Identification System.

# BOATING SAFETY DOLLARS AT WORK IN PENNSYLVANIA



**ADMINISTERING OFFICE**  
 Pennsylvania Fish & Boat Commission  
 Bureau of Boating and Education  
 P.O. Box 67000  
 Harrisburg, PA 17106-7000

**PRINCIPAL CONTACT**  
**John Simmons**  
 Director  
 Boating Law Administrator  
 Phone: (717) 657-4538  
 Fax: (717) 657-4549

## STATE BOATING FACTS

1996	Registered Boats	336,950	Lakes	94,550 acres
1996	Boating Accidents	117	Rivers	39,510 miles
1996	Boating Deaths	7	Coastline (Lake Erie shoreline)	65 miles
1996	Boat*, Motor, Trailer and Accessory Sales	\$286,882,000	FY 98 Federal Grant	\$1,353,184

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- The PFBC hired and is currently training 11 new boating law enforcement officers. These new officers, slated to graduate in June 1998, will be seasonal, stationed in high-use boating areas, until permanent assignments become available.
- The boating education field extension program continues to be highly successful. The six field personnel responsible for boating education have continued success in offering free boating courses to the public, with over 9,500 people certified in NASBLA-approved course.
- The Commission continues to maintain a Deputy Waterways Conservation Officer program with more than 300 officers assisting permanent personnel in boating law enforcement. The DWCOs provide valuable assistance to the full-time force.
- All new registered boat owners and individuals taking a PA Basic Boating course receive a copy of the full-color *PA Boating Handbook*. In addition, the Commission distributes thousands of boating and water safety brochures to the public.
- The grant program for the Coast Guard Auxiliary has been very successful with \$25,000 distributed annually to support their operations, educational efforts and courtesy marine examination programs in the state.
- Over 10,000 violations were recorded, with the most common one being insufficient number of PFDs aboard. The number of BUI cases increased with over 50 cases prosecuted.

## PROGRAM EXPANSION

- Personal watercraft account for 6.3% (21,466) of all registered boats and are involved in 27% of the accidents (33 total). Public outcry has led to the development of a NASBLA-approved PA Personal Watercraft course aimed at all PWC owners and operators.
- The Boat Titling Law goes into effect March 1, 1998. All 1997 or newer motorboats, except those that are powered by an outboard and are less than 14 feet in length, and all inboard-outboard boats, including all 1997 or newer personal watercraft will be subject to the titling requirement.

# BOATING SAFETY DOLLARS AT WORK IN RHODE ISLAND



**ADMINISTERING OFFICE**  
 Department of Environmental  
 Management  
 Division of Enforcement  
 83 Park Street  
 Providence, RI 02903

**PRINCIPAL CONTACT**  
 Steven H. Hall  
 Chief, Division of Enforcement  
 Boating Law Administrator  
 Phone: (401) 222-2284  
 Fax: (401) 222-6823

## STATE BOATING FACTS

1996	Registered Boats	32,608	Lakes	9,000 acres
1996	Boating Accidents	36	Rivers	300 miles
1996	Boating Deaths	1	Coastline	417 miles
1996	Boat*, Motor, Trailer and Accessory Sales	\$19,652,000	FY 98 Federal Grant	\$400,617

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Rhode Island's Department of Environmental Management developed a comprehensive public education program that is offered through the community colleges. It is offered at minimal cost and is taught by volunteer instructors.
- A Boater's Guide is published annually, which contains boating safety information, a list of boat ramps, fishing areas, weather stations and information on state boating laws. It is distributed at boat shows, classes and through boat dealers.
- A quick program on boating and hunter safety was developed for duck hunters and fishermen. They are among the highest percentage of boater fatalities nationwide and are hardest to reach with the safety message.
- Prior to the 1998 boating season, all of Rhode Island's waters will be declared a no-discharge zone for all vessels. This program will allow the state to open more areas to beaches and also allow recreational shell fishing in areas long closed.
- The Division has reorganized and we are now calling our officers "Environmental Police Officers." Along with the name change, the Division has expanded the marine patrol and assigned officers exclusively to this patrol. The expanded marine patrol will now be able to concentrate heavily on boating safety and other marine matters.
- The agency is working closely with local governments to help with local boating issues. The primary issue in most communities is the increase in the number of personal watercraft and the ensuing problems and complaints brought forth by local citizens. Using education, assistance with training of local law enforcement and joint patrols, the complaints are minimized and all citizens can use specific waters.
- Increase the interaction between state and municipal boating enforcement personnel.

## PROGRAM EXPANSION

- The increased use of all recreational resources must be managed to get the optimum use with the minimum environmental impact.
- Increases in the number of state-sponsored boating safety education programs and increased law enforcement are necessary as boating expands.
- The continued availability of federal boating safety dollars is very important to the continuation of the growth of boating safety programs in Rhode Island.
- Increase the number of patrols on internal waters to educate boaters by all means including strict enforcement of existing state and local statutes.

# BOATING SAFETY DOLLARS AT WORK IN SOUTH CAROLINA



**ADMINISTERING OFFICE**  
 Department of Natural Resources  
 Safety & Aquatic Investigation  
 P.O. Box 12559  
 Charleston, SC 29422-2559

**PRINCIPAL CONTACT**  
 Major Alvin A. Taylor  
 Boating Law Administrator  
 Phone: (803) 762-5034  
 Fax: (803) 762-5091

## STATE BOATING FACTS

1996	Registered Boats	356,875	Lakes	460,000 acres
1996	Boating Accidents	115	Rivers	8,000 miles
1996	Boating Deaths	20	Coastline	3,000 miles
1996	Boat*, Motor, Trailer and Accessory Sales	\$196,856,000	FY 98 Federal Grant	\$1,334,644

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Federal dollars have been very important in South Carolina. They have allowed a very effective boating education program to be built. The program's main thrust has been in the school system. Instructors have been busy and every district in the state has conducted a boating safety program in one or more schools.
- The state has also built an effective aids-to-navigation program. This consists of three elements. The first is marking of boating hazards with floating aids. The second is marking and posting of areas that have been regulated. The third is the underwater removal of hazards. There have been two substantial removal projects, both on Santee Cooper Lake where channels were cleared and marked.
- Federal dollars have also been very helpful in conducting updated training for marine officers and supplying them with updated equipment.
- The Department of Natural Resources maintains a highly mobile underwater recovery dive team. They have recovered drowned victims of boating accidents. The team would not be possible without federal funding.
- A boating enforcement and education task force was formed. This group of fourteen, highly-trained boating officers travel to high-use waterways to enhance enforcement efforts. This program also took on an educational side with the production of PSAs, billboards and new conferences to promote safe boating.
- Thousands of boating safety manuals and pamphlets were printed and distributed.
- A 1-800 boating safety number was established to inform the boating public of scheduled boating safety classes.

## PROGRAM EXPANSION

- Without federal funding, the boating safety program would be cut severely. Boating safety includes boating enforcement and education. We plan to expand educational programs through PSAs, billboards, safety demonstrations and additional instructor training.
- There are plans for investigative officer training. This will insure more complete boating accident investigations with more accurate information being obtained.
- Our agency currently maintains 1,000 aids to navigation. This area has had tremendous growth in past years and we plan to add personnel to better maintain the system.
- As boating activity continues to grow, a greater emphasis will be placed on the enforcement of our boating laws.
- We will be forming a boating saturation team that will focus on high-use areas statewide. There will also be training in the areas of BUI detection and accident investigation.
- We are establishing four regional boating accident investigators to conduct investigations in fatality and serious injury cases.
- We need to produce materials for implementation of the state's new Mandatory Education Act.
- We need to provide better communication between officers while on our state's waters.
- We need to add additional classroom facilities that will be used to conduct boating education classes.

# BOATING SAFETY DOLLARS AT WORK IN SOUTH DAKOTA



**ADMINISTERING OFFICE**  
 Department of Game, Fish & Parks  
 Division of Wildlife  
 523 East Capitol Avenue  
 Pierre, SD 57501-3182

**PRINCIPAL CONTACT**  
 Bill Shattuck  
 Boating Safety Program Specialist  
 Boating Law Administrator  
 Phone: (605) 773-4506 / Fax: (605) 773-6245

## STATE BOATING FACTS

1996	Registered Boats	46,575	Lakes	790,000 acres (includes 450,000 acres in river impoundments)
1996	Boating Accidents	20		
1996	Boating Deaths	1	Coastline	0
1996	Boat*, Motor, Trailer and Accessory Sales	\$31,673,000	FY 98 Federal Grant	\$405,671

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Seventy-nine officers received training in BUI detection and procedures, first aid, CPR, search and seizure law, firearms and defensive tactics.
- Two new patrol boats were purchased and ten older boats refitted to improve reliability and efficiency.
- Thirteen full-time seasonal boating officers and eight rangers with halftime boating responsibilities were hired and equipped.
- Two officers attended the National Boating Safety Instructor course at Yorktown, Virginia.
- Materials for boater education courses and home study courses were developed or purchased.
- Two programs designed to encourage PFD wear by children were conducted statewide. One involved "Boating Bears," (teddy bears wearing PFDs carrying the National Safe Boating Council message) and a cooperative program with Dairy Queen using coupons redeemable for ice cream.
- A PWC operation video was developed and distributed, along with a PWC operator manual, by mail to each of the state's PWC owners.
- A PWC giveaway program in cooperation with Kawasaki Motors was implemented. To enter the contest, applicants were required to answer correctly all ten questions in an exam about PWC operation and rules.

## PROGRAM EXPANSION

- Development of a Mobile Boating Safety Detachment to operate on three of the state's four Missouri River reservoirs. This traveling team will relieve local officers of boating duties when operating in their districts to allow time off and attention to other responsibilities. (Estimated cost \$15,000 annually.) Note: These officers are already on the payroll and fully equipped. Additional costs are for maintenance, operation, travel and additional fuel.
- Implementation of an infant and toddler PFD loan program in cooperation with community hospitals and public libraries. Estimated cost \$3,000.
- Purchase of laser range finders, GPS units and binoculars primarily for enforcement of PWC rules. Estimated cost \$7,500.
- Boater Education manuals will be revised and updated and will contain more PWC operation information. Estimated cost \$10,000.
- Additional officers will receive training through the National Boating Safety Instructor Course and UL accident investigation courses. Estimated cost \$5,000.
- Boats, motors, trailers and related equipment will be replaced and improved as needed. Estimated cost \$25,000.

# BOATING SAFETY DOLLARS AT WORK IN TENNESSEE



**ADMINISTERING OFFICE**  
Wildlife Resource Agency  
Ellington Agricultural Center  
P.O. Box 40747  
Nashville, TN 37204

**PRINCIPAL CONTACT**  
Ed Carter  
Chief of Boating Division  
Boating Law Administrator  
Phone: (615) 781-6682/Fax: (615) 781-5268

## STATE BOATING FACTS

1996	Registered Boats	297,719	Lakes	700,000 acres
1996	Boating Accidents	154	Rivers	19,000 miles
1996	Boating Deaths	31	Coastline	0
1996	Boat*, Motor, Trailer and Accessory Sales	\$191,536,000	FY 98 Federal Grant	\$1,115,756

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- To promote children under 12 to wear a life jacket, the Tennessee Wildlife Resources Agency (TWRA) partnered with a national fast-food restaurant to provide free ice cream to children seen wearing their flotation devices.
- To promote National Safe Boating Week in Nashville, employees of a national restaurant chain were furnished with large lapel buttons with "Snoopy" and the slogan "They Float, You Don't."
- To promote responsible riding of personal watercraft, the TWRA furnished support and a patrol boat for 125 personal watercraft riders who traveled 600 miles of the Tennessee River in five days. Money raised was used to purchase educational material specific to personal watercraft safety.
- TWRA purchased television air time to distribute boating safety announcements to specific audiences. One announcement used took top honors in a national campaign that selected the best PSA.
- The TWRA purchased three specially equipped patrol boats for use in special marine events.
- The TWRA funded a statewide boating accident investigator position. That person will investigate accidents and train others to help with investigations.
- Patrol boats were upgraded with digital radio systems allowing multiple enforcement and marine channels.
- A statewide toll-free telephone line was established in each Agency's regional office and one directly into the statewide boating registration and safety office.
- The four regional swiftwater rescue teams were better equipped and were mobilized in conjunction with severe flooding.
- Hazard buoys were placed where vessel congestion was creating accidents or "near-misses." The wording on the hazard buoy simply read, "Slow: Congested Area." All reports have been favorable in slowing traffic.

## PROGRAM EXPANSION

- The governing body of the Tennessee Wildlife Resources Agency, and the Tennessee Legislature have both endorsed mandatory training (education) programs for all Tennessee boaters. A full-time education position to implement a statewide education campaign, including mandatory education has been approved pending increased funding. (\$243,000)
- Presently, all boating patrols are done with officers who have joint wildlife and boating responsibilities. Plans have been approved and the exact placement of 28 full time boating officers announced. Their sole duty would be boating patrol, search and rescue, and boating education. (\$1.2 million)
- With adequate funding, a "safety sign" program at 200 state-owned launching sites would remind boaters of regulations and safety messages. (\$7,500)
- Greatly enhanced use of television and radio air time would raise public awareness of boating safety. A series of topics would be produced on navigation aids; life jackets; fire extinguishers; cold water/cold weather boating and related topics. We have commitments for the segments to air on select network news programs as well as statewide public television channels. (\$63,000)
- An out-of-date computer boating safety game would be upgraded and reproduced for every sixth grade class in the Tennessee school system. (\$134,000)

# BOATING SAFETY DOLLARS AT WORK IN TEXAS



**ADMINISTERING OFFICE**  
 Parks & Wildlife Department  
 Law Enforcement Division  
 4200 Smith School Road  
 Austin, TX 78744

**PRINCIPAL CONTACT**  
 Carlos Vaca  
 Director, Water Safety Enforcement  
 Boating Law Administrator  
 Phone: (512) 389-4624 / Fax: (512) 389-4740

## STATE BOATING FACTS

1996	Registered Boats	611,374	Lakes	2,065,000 acres
1996	Boating Accidents	160	Rivers	80,000 miles
1996	Boating Deaths	28	Coastal Waters	3,600,000 acres
1996	Boat*, Motor, Trailer and Accessory Sales	\$482,830,000	FY 98 Federal Grant	\$2,060,768

\* Retail values for inboard boats, sterndrive boats and outboard boats.

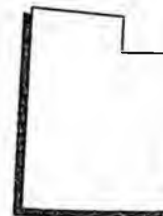
## PROJECTS AND PROGRAMS

- Implementation of a multifaceted statewide "safe boating" campaign through a cooperative effort by the state and other governing entities, organizations, and volunteers. This effort includes a multimedia program in high market areas, a stepped effort to recruit boating education instructors and students, and BWI/saturation patrols on high profile lakes in the state.
- The river recreational specialist enforcement officer program was continued in order to minimize conflicts between user groups. The river recreation specialists are assigned to statistically hazardous portions of rivers.
- Promotion of recreational boating safety for future generations through education and public awareness is targeted toward the youth and minorities. Every game warden has a yearly performance goal to sponsor participation in outdoor-related activities including safe boating operations.
- Public service announcements were developed for radio and television. The focus of the PSAs were the wearing of PFDs, personal watercraft safety, and the hazards of operating a motorboat while under the influence.
- Training programs are essential to the state's recreational boating safety program. Approximately 105 game wardens were recertified on the Intoxilizer 5000. Twenty-four game wardens graduated from the Texas Game Warden Training Academy which included field sobriety training, boat accident and boat theft investigation training.
- Many hours of meeting with state representatives, legislative committee meetings, and meeting with trade associations resulted in a major water safety reform bill which includes mandatory boater education and a marine safety enforcement officer certification program.

## PROGRAM EXPANSION

- Growing interest in recreational boating activities has increased the public demand for marine safety officers. The Department presently has 59 game warden positions less than the 1993 level. The cost to hire, train and equip 50 game wardens is \$5,108,385.
- Specialized radio and television public service announcements and time for four markets at a cost of \$275,000.
- Two mobile processing units for testing, detention, communication and administrative requirements, \$165,000.
- RBS's share of an updated communication system, \$4,100,000.
- RBS law enforcement instructors to coordinate, maintain and instruct all enforcement officers on LE trends related to RBS, \$250,000.
- Instructional, recruitment and promotional items for boating education instructors and students, \$200,000.

# BOATING SAFETY DOLLARS AT WORK IN UTAH



**ADMINISTERING OFFICE**  
 Department of Natural Resources  
 Division of Parks and Recreation  
 1594 West North Temple, Ste. 116  
 Box 146001  
 Salt Lake City, UT 84114-6001

**PRINCIPAL CONTACT**  
 Ted Woolley  
 Boating Coordinator  
 Boating Law Administrator  
 Phone: (801) 538-7341 / Fax: (801) 538-7378

## STATE BOATING FACTS

1996	Registered Boats	71,688	Lakes	1,000,000 acres
1996	Boating Accidents	170	Rivers	500 miles
1996	Boating Deaths	4	Coastline	0
1996	Boat*, Motor, Trailer and Accessory Sales	\$91,893,000	FY 98 Federal Grant	\$580,301

\* Retail values for inboard boats, stern-drive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Utah has a PWC Education Course which is mandatory for all operators between the ages of 12 and 17. Utah's PWC Education Program has proved to be very successful. There have been over 5,500 students between the ages of 12 and 17 taught since 1995. This particular age group has shown a 45% decline in accidents in 1996 and a 59% reduction in 1997. Overall, Utah has seen a 21% and 48% decrease in PWC accidents during 1996 and 1997 respectively, in spite of an increase in PWC registration.
- A full-time boating education position has been created and filled to oversee, run and enhance the boating education program.
- Boating safety and law enforcement patrols have been enhanced with the use of PWCs "loaned" to the Division by various PWC manufacturers.
- Utah's Boating Rangers are trained on how to use Sound Level Meters (SLM) to enforce motorboat noise requirements. These instruments have made boating in Utah a quieter and more enjoyable experience. With the addition of *Alco-Sensor IV* preliminary breath test instruments as a part of Utah's Boating Ranger's enforcement equipment, the number of boaters arrested for operating under the influence of alcohol has increased dramatically. "Range Finders" have also been integrated into boating safety and law enforcement patrols to determine distances between vessels in enforcing Utah's 150-foot *Speed and Proximity* rule.
- "Captain B. Safe" is a remote-controlled boat which is used in boating safety presentations in schools and boat shows, especially to educate youth.
- Tens of thousands of *Highlights of the Utah Boating Laws and Rules* have been printed and distributed to the boating public.
- Numerous copies of *Utah Boating Basics* were prepared for home study courses, and can be used for more structured Boating Safety Education formats.

## PROGRAM EXPANSION

- Utah plans to continue to upgrade and improve the patrol fleet and its equipment, including communications equipment (GPS, depth finders, etc).
- Outfitting Utah's full-time Boating Rangers with laptop computers.
- The Division will continue to assess and address personal watercraft issues.
- Mandatory boating education will be addressed. Meanwhile, expansion and enhancement of the boating safety education program will continue to be a major issue, especially with the results obtained from our PWC Education Course.
- Designing, constructing and outfitting Boating Safety and Education kiosks to be placed at boat launch ramps throughout the state.
- Additional boating safety patrols, both in numbers and hours, are needed. Additional boating safety and law enforcement officers must be hired and trained.
- Enforcement officer training, in basic and in specialized areas such as BUI, SLM and accident reporting and investigation, must be expanded and enhanced.

# BOATING SAFETY DOLLARS AT WORK IN VERMONT



**ADMINISTERING OFFICE**  
 Vermont State Police, Marine Division  
 565 St. George Road  
 Williston, VT 05495

**PRINCIPAL CONTACT**  
 Sergeant Alan F. Buck  
 Recreational Enforcement & Education Coordinator  
 Boating Law Administrator  
 Phone: (802) 878-7111 / Fax: (802) 878-2742

## STATE BOATING FACTS

1996	Registered Boats	38,638	Lakes	218,240 acres
1996	Boating Accidents	7	Rivers	5,000 miles
1996	Boating Deaths	1	Coastline	0
1996	Boat*, Motor, Trailer and Accessory Sales	\$22,073,000	FY 98 Federal Grant	\$408,030

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- The Vermont State Police Marine Officers are funded with federal monies. They are responsible for providing a safe environment for the recreational uses of Vermont's public waterways. This is accomplished through enforcement, education and the maintenance of navigational aids.
- Federal funding has allowed the purchase of two new 23 1/2' vessels and one 20' vessel that will patrol Lake Champlain, and one new 20' vessel that will patrol Lake Memphremagog.
- Education is the key to providing a safe environment on our waterways. Since 1989, a mandatory boater education requirement became law for persons born after January 1, 1974. One of the long-range goals is to introduce the safe boating course to all the public schools in the state. As of 1996, we have introduced the course into 34 of the 200-plus school systems. As of 1989, we have had over 9,000 people take our boating safety course.
- We also continue to increase our presence at boat shows, civic events, law enforcement days and boater organizations, which allows us to reach more boaters.
- Vermont's boating education program, in conjunction with the American Red Cross, has modified an existing instructor/trainer course. The 40-hour canoeing course places heavy emphasis on cold water operations and provides instructors with hands-on training.
- On-the-water training courses have been developed for the Boy Scouts of America and the Vermont Department of Environmental Conservation, Fish and Wildlife Division.
- The backbone of our education programs are the instructors. Currently, we use approximately 200 volunteer boating safety instructors to accomplish this, by educating the majority of the boating public. We are now on the Internet. The address is [www.boatsafe.com/vermont](http://www.boatsafe.com/vermont).

## PROGRAM EXPANSION

- There is more demand for enforcement and education due to increases in user conflicts on the public waters of Vermont. The Department is looking into different ways to increase manpower to meet these needs, and to establish additional patrols to address these concerns.
- Federal funding would be used to augment the purchase of new equipment, such as portable radios capable of scanning both UHF and VHF channels, navigational equipment for the boats, such as radar and Global Positioning System (GPS), and additional trailerable boats to meet the needs in new areas of conflict. These needs would have to be met in addition to the current needs of the fleet, keeping it up-to-date, and the staffing is at least kept at current levels or increased.
- Boating education courses in the public school systems need to increase until we are able to reach every young boater in the state that has the desire to participate.
- Demand increases each year for additional navigational aids, including speed and danger buoys and information signs.
- BWI enforcement needs to be enhanced with dedicated people, as it is a constant and ever-increasing problem.
- We will be adding a second buoy/patrol boat and four new small replacement patrol boats.
- This year we will be budgeting \$45,000 for another full time trooper for the program.

# BOATING SAFETY DOLLARS AT WORK IN VIRGINIA



**ADMINISTERING OFFICE**  
 Department of Game & Inland Fisheries  
 Boat Section  
 4010 West Broad Street  
 P.O. Box 11104  
 Richmond, VA 23230-1104

**PRINCIPAL CONTACT**  
 Nancy H. Jamerson  
 Boating Law Administrator  
 Phone: (804) 367-1189  
 Fax: (804) 367-2966

## STATE BOATING FACTS

1996	Registered Boats	225,871	Lakes	135,000 acres
1996	Boating Accidents	176	Rivers	3,700 miles
1996	Boating Deaths	13	Coastline	5,000 miles
1996	Boat*, Motor, Trailer and Accessory Sales	\$164,831,000	FY 98 Federal Grant	\$901,502

\* Retail values for inboard boats, sterndrive boats and outboard motors.

## PROJECTS AND PROGRAMS

- The Department has conducted an extensive study of boating education and safety in Virginia, as requested by the 1997 General Assembly. A study group used input from statewide focus group sessions and a survey of boat owners and boating organizations. Recommendations were developed and reviewed with the boating community in additional public meetings. Issues addressed in the study included safety education requirements, operator licensing, life jacket requirements, operator age restrictions, speed limits, no wake definition and restricted operation zones, waterskiing requirements, improper and reckless operation, and boating law enforcement. Recommendations were advanced to the 1998 General Assembly concerning reckless operation of personal watercraft, defining no wake, minimum age, restricted operation areas, and education requirements for personal watercraft renters and those in the business of selling, demonstrating, and renting motorboats to others.
- Wallop-Breaux funds have helped the Department move from a reactive position to being proactive in dealing with BUI and reckless operation. In FY 97 there was a 20% increase in boating enforcement hours, a 16% increase in boating safety inspections and a 7% increase in BUI arrests. There has been more than 100 special operations directed at detection and reduction of BUI, reckless operation and other serious safety violations. In addition, there were over 30 special operations directed at the detection of improper/reckless PWC operation. A special emphasis was placed on scheduling patrols on weekends and holidays.
- Virginia's 232 public boat access areas are now in excellent condition after repairs in response to damage caused by Hurricane Fran. Maintenance is assigned by zone to five regional boat landing supervisors. Regular inspections and repairs keep small problems from becoming larger ones. However, facilities do need to be replaced after they reach their life expectancy. These maintenance personnel combine forces several times each summer to complete these larger repairs or renovations.

## PROGRAM EXPANSION

- The most critical current demand is to address personal watercraft safety through more class offerings of the Department's eight-hour PWC course and the certification of additional volunteer instructors skilled in PWC operation. Youth programs continue to be developed and implemented. Substantial funding would also benefit our public/private partnerships for more effective use of the electronic media in spreading the boating safety message.
- With the help of Wallop-Breaux funds, the Department hired ten additional game wardens on January 1, 1998 to focus on boating law enforcement. With salaries, training and equipment, the average cost per officer for the first year is approximately \$72,000. The Department plans to have a substantial increase in boating enforcement hours in the coming year. The new inflatable boats (with jet drive outboard motors), has greatly enhanced the ability of the game wardens to patrol the small rivers of the state, such as the Shenandoah, Maury, upper Rappahannock and along the fall line of the James River through the City of Richmond.
- Boat landing maintenance needs are expanding with ever-increasing numbers of boats and boat landings each year. Boat landing supervisors will focus on maximizing the potentials of existing sites. Enlarging parking lots and organizing parking is one of the most appreciated accomplishments of the maintenance crew. These activities allow more boaters to use each site.

# BOATING SAFETY DOLLARS AT WORK IN WASHINGTON



**ADMINISTERING OFFICE**  
 State Parks & Recreation Commission  
 P.O. Box 42654  
 Olympia, WA 98504-2654

**PRINCIPAL CONTACT**  
 James Horan  
 Boating Law Administrator  
 Phone: (360) 902-8580/Fax: (360) 753-1594

## STATE BOATING FACTS

1996	Registered Boats	246,257	Lakes	700,000 acres
1996	Boating Accidents	131	Rivers	7,000 miles
1996	Boating Deaths	25	Coastline	2,400 miles
1996	Boat*, Motor, Trailer and Accessory Sales	\$150,215,000	FY 98 Federal Grant	\$850,602

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Federal funding has been used to develop specifications for several high-quality models of patrol vessels. Over 30 such vessels are now in service with county or city agencies. Patrol vessels include center-console outboard utility boats in welded aluminum or rigid hull inflatables, and onboard, welded aluminum jet-powered river boats. This funding has been instrumental in expanding the number of local boating safety agencies from 15 to 47 since 1984.
- A comprehensive boating education program entitled "H<sub>2</sub>O IQ" was developed in cooperation with the state superintendent of public instruction and area schools. This program presents the essential core boating lessons at age-appropriate levels to students K-12. Lessons range from basic water safety to hands-on exercises in cold water survival to skill development courses in small craft handling. "Adventures in Boating" with Bill Nye the Science Guy, combining video with a comprehensive curriculum, was developed for middle school students as part of the program.
- Training courses certified by the Criminal Justice Training Commission are offered annually to local law enforcement officers. They include basic marine law enforcement, boating accident investigation, vessel sound level enforcement and various other specialized training workshops. Federal funds support all course offerings, instructor training, production of materials and equipment used in training and in field enforcement.
- Federal funds are awarded annually to grassroots boating safety programs, to support new, innovative approaches to long-standing boating safety problems. (Several programs have become models for use elsewhere nationwide, including the development of the robotic tugboat "Tommy The Tug," which appears at school assemblies and trade shows.)

## PROGRAM EXPANSION

- There are inadequate numbers of patrol vessels and properly trained staff to serve Washington salt water shoreline including: Puget Sound, the San Juan Islands and all coastal bays and harbors. Estimated need includes five 30' patrol vessels, equipment and staffing.
- To better serve the increasing number of recreational boaters and to effectively address Washington's high boating fatality and accident rates, funds are requested to expand the boating safety and education program. The proposed program expansion will: add four seasonal employees trained in boating safety education, increase the distribution of boating education materials, launch a boating safety media campaign, provide alcohol measurement units to marine law enforcement agencies and provide four statewide two-day training classes for marine patrol officers.

# BOATING SAFETY DOLLARS AT WORK IN WEST VIRGINIA



**ADMINISTERING OFFICE**  
 Division of Natural Resources  
 Law Enforcement Section  
 Capitol Complex, Building 3  
 Charleston, WV 25305

**PRINCIPAL CONTACT**  
 Lt. Col. William Daniel  
 Deputy Chief  
 Boating Law Administrator  
 Phone: (304) 558-2783/Fax: (304) 558-1170

## STATE BOATING FACTS

1996	Registered Boats	52,314	Lakes	22,000 acres
1996	Boating Accidents	18	Rivers	7,000 miles
1996	Boating Deaths	7	Coastline	0
1996	Boat*, Motor, Trailer and Accessory Sales	\$22,735,000	FY 98 Federal Grant	\$415,502

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- We continue participating in the Tri-State Water Safety Committee. This group is comprised of West Virginia DNR, Ohio DNR Water Patrol, U.S. Army Corps of Engineers, U.S. Coast Guard, Coast Guard Auxiliary and the American Red Cross. The committee is a clearinghouse for water safety information and education, where groups or organizations request speakers for short talks, safety classes or just general information.
- Essentially, West Virginia's boating program runs from Memorial Day through Labor Day each year. Conservation officers are on patrol constantly during the summer months and especially at peak use times around the holidays. During the summer months of 1997, our officers spent hours on the water routinely checking for compliance with the boating laws and rules. We continued the BUI special emphasis patrols, paying overtime to officers using a grant from the Governor's Commission on drunk driving. At our sobriety checkpoints, we always remove the intoxicated boater from the water. With the help of the media, we get our messages on safe boating out to the public.
- Mixing pleasure boaters and commercial tow boats pushing two by sixes loaded with coal and other products sometimes causes problems. Unfortunately, officers are not always available to patrol our navigable rivers. At the request of the U.S. Coast Guard and the commercial operators, the DNR distributed written complain forms to all the towing companies using the rivers. They are now able to report incidences of reckless operation and other violations that are eventually investigated by our officers.

## PROGRAM EXPANSION

- As in most states, personal watercraft ownership is on the increase. The number of PWC complaints from other users are on the rise. We have entered in loan agreements and have trained officers in PWC use. The summer of '98 will be the first year the crafts will be used for law enforcement purposes.
- Two officers also attended swiftwater rescue schools as well as advanced instructor training during the past year. West Virginia, like a lot of other states, suffers from an occasional flood. Plans are being formulated to use these craft for limited rescue duty during these emergency situations.
- We began attending travel shows about three years ago, where we speak to attendees about all the outdoor activities that abound in West Virginia. Tourism is one of our fastest growing industries and people are looking for places to go to "just get away." We also participate in local sport and boating shows around the state.
- Our aging fleet of patrol craft is in dire need of replacement. Additional funding has been requested from the legislature to remedy this need. If this doesn't work, we will seek funding from alternative sources. An additional \$600,000 is needed to get us back on the water where we need to be. These funds would also take care of a mandatory boating safety education program that has been proposed to the legislature.

# BOATING SAFETY DOLLARS AT WORK IN WISCONSIN



**ADMINISTERING OFFICE**  
 Department of Natural Resources  
 Division of Law Enforcement  
 P.O. Box 7921  
 101 S. Webster Street  
 Madison, WI 53707

**PRINCIPAL CONTACT**  
 William G. Engfer  
 Boating Law Administrator  
 Phone: (608) 266-0859  
 Fax: (608) 266-3696  
 email: engfew@dnr.state.wi.us

## STATE BOATING FACTS

1996	Registered Boats	540,835	Lakes	1,274,223 acres
1996	Boating Accidents	225	Rivers	43,600 miles
1996	Boating Deaths	20	Coastline	650 miles (Great Lakes)
1996	Boat*, Motor, Trailer and Accessory Sales	\$304,346,000	FY 98 Federal Grant	\$1,501,585

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- After seeing dramatic decreases in the accident rate in PWC due to Wisconsin's PWC law, overall PWC accidents were analyzed again and it was determined that a majority of the remaining accidents were due to rental situations and borrowed boats. The Department of Natural Resources then passed administrative rules which regulated rental agents and required them to give educational information to the renter before operating. This program has reduced the accident rate even further, from 6.89 accidents per 1,000 registered PWC in 1991 to 2.266 accidents per 1,000 registered in 1997. The basic program still is addressing the borrowed craft problem which should reduce this figure even further.
- The Department of Natural Resources continues to run the "Cool Twist" program with the Hardee's restaurant chain which has saved an estimated 10+ children from dying in boating accidents in the last five years. This innovative program, which rewards children under 16 years of age for wearing their PFDs while in the waterway, has been adopted by 20-plus states using Hardee's and other vendors. The promotion of this program will continue as it is one of the most innovative programs that is saving lives.
- The Department of Natural Resources added an additional five positions dedicated to boating enforcement in the state of Wisconsin out of federal funds. This will start to address the demand for more enforcement due to the expanding population of boaters and increased user conflicts on the state's waterways. The agency is still listed as having the least amount of officers per registered boats in the nation.

## PROGRAM EXPANSION

- The Department of Natural Resources will seek to increase the number of officers dedicated to boating enforcement and education in the state as the current number is not enough to address the needs of the public. The Department will also work to allow current officers to have more time for field enforcement activity.
- The boating program is expanding its education course to allow home study for students over 16 years of age. Agreements are currently being worked out with providers. Proctored exams will be required.
- The boating program is working on changing all of its educational materials to be scannable which will speed up the process in receiving a certification and reduce costs to allow more field enforcement time and to use the savings to increase safety programs in targeted areas.
- The Department will be looking at creating a mandatory boat education program for PWC operators due to the high number of accidents related to borrowed PWC in the state of Wisconsin. This user group is the hardest to get to as they are secondary users.

# BOATING SAFETY DOLLARS AT WORK IN WYOMING



**ADMINISTERING OFFICE**  
 Wyoming Game & Fish Department  
 5400 Bishop Boulevard  
 Cheyenne, WY 82006

**PRINCIPAL CONTACT**  
 Russ Pollard  
 Wildlife Law Enforcement Coordinator  
 Boating Law Administrator  
 Phone: (307) 777-4579 / Fax: (307) 777-4650

## STATE BOATING FACTS

1996	Registered Boats	28,458	Lakes	311,040 acres of water
1996	Boating Accidents	9	Rivers	N/A
1996	Boating Deaths	1	Coastline	0
1996	Boat*, Motor, Trailer and Accessory Sales	\$6,081,000	FY 98 Federal Grant	\$364,966

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Each year, with the assistance of funding provided by the U.S. Coast Guard, we are able to hire between eight and ten additional personnel to supplement our regions statewide. The reservoir crews receive approximately 80 hours of training prior to beginning their duties throughout the state. Their primary focus is on the bodies of water which have the greatest number of watercraft users. They have been extremely effective at ensuring the compliance levels regarding watercraft safety statutes and regulations are kept at an acceptable level. They all receive training in OUI detection and have been working diligently to keep intoxicated boaters off the water. Without the assistance of the reservoir crews, the effectiveness of our boating safety program would be greatly diminished.
- Purchase of buoys to mark hazards and swimming areas on lakes.

## PROGRAM EXPANSION



# BOATING SAFETY DOLLARS AT WORK IN GUAM



**ADMINISTERING OFFICE**  
Guam Police Department  
Special Programs Section  
P.O. Box 23909  
GMF, Barrigada, Guam 96921

**PRINCIPAL CONTACT**  
Bradley A. Hokanson  
Boating Law Administrator  
Phone: (671) 475-8447  
Fax: (671) 472-9704  
E-Mail: [hokanson@kuentos.guam.net](mailto:hokanson@kuentos.guam.net)

## STATE BOATING FACTS

1996	Registered Boats	3,000	Lakes	N/A
1996	Boating Accidents	0	Rivers	N/A
1996	Boating Deaths	0	Coastline	N/A
1996	Boat*, Motor, Trailer and Accessory Sales	N/A	FY 98 Federal Grant	\$321,510

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Guam's primary focus for federal boating funds is on purchasing and maintaining equipment and training officers to provide an increased presence on the water. With the proliferation of commercial personal watercraft operations and an increased awareness of reporting requirements, we have had a dramatic increase of boating accident reports. All reported boating accidents are currently investigated by a boating safety officer. We have been working closely with the commercial operators to decrease the incidents of accidents.
- Guam has contracted a consultant to develop a boat registration computer program to automate the registration records. We hope to have the program in place and the data converted by the fall of 1998.
- Guam's boating safety officers, in partnership with the local Coast Guard Auxiliary and the fire department rescue units are planning the upcoming National Safe Boating Week activities. Guam's primary boating safety issues differ from the continental United States. Although PFD usage and BUI are concerns, filing float plans and safety equipment carriage are much more important. The boating environment in Guam and the lack of resources have combined to shift the primary safety issues.
- The Guam Police Department reorganized its boating safety efforts into a dedicated boating safety unit in October, 1995. This has resulted in a dramatic increase in our RBS patrol and enforcement activities.

## PROGRAM EXPANSION

- The island's patrol and rescue boats are aging and a programmed replacement needs to be continued.
- Continued maintenance of patrol and rescue boats, and associated equipment are ongoing.
- The agency plans to continue to upgrade the boating safety and rescue crews skills with continued training in boat operations, maritime law enforcement, equipment maintenance and boating accident skills.
- In partnership with the local Coast Guard Auxiliary, GPD will assist the Auxiliary to increase the number of recreational boaters taking a boater course.
- None of the completed projects or future plans could be accomplished without federal boating safety dollars.
- Future plans for federal boating dollars include the hiring of a registration clerk for the boating program. This will help GPD get the boat registration data base project completed and provide the boating public a "one stop" boat registration process.
- Sign an MOU with the local Coast Guard Auxiliary regarding boater education.
- Develop and maintain a boating safety web site that will provide local boaters with safe boating information, class schedules, links to other RBS-related sites and related information.
- Update local recreational boating safety statutes and regulations.

# BOATING SAFETY DOLLARS AT WORK IN PUERTO RICO



## ADMINISTERING OFFICE

Department of Environmental and Natural Resources  
Office of Commissioner of Navigation  
P.O. Box 9066600, Pta. de Tierra  
San Juan, Puerto Rico 00906-6600

## PRINCIPAL CONTACT

José L. Campos Abella  
Commissioner of Navigation  
Boating Law Administrator  
Phone: (787) 724-2340  
Fax: (787) 724-7335

## STATE BOATING FACTS

1996	Registered Boats	37,903	Lakes	7,309.5 acres
1996	Boating Accidents	2	Rivers	16 miles
1996	Boating Deaths	3	Coastline	234 miles
1994	Boat*, Motor, Trailer and Accessory Sales	N/A	FY 98 Federal Grant	\$487,467

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- The Department of Environmental and Natural Resources has improved the state vessel numbering and licensing system and the reporting and analysis of marine boating accidents.
- State boating safety education course is provided to all interested boat operators and required by all operators born after July 1, 1972.
- Basic Course is now of three days duration with emphasis on Rules of the Road.
- The DENR is maintaining the quality of the marine safety educational program courses by having a highly motivated group of educators and several have attended NBS Instructor's Course at Yorktown, VA.
- Specialized boating law enforcement training is provided to 20 rangers. The training includes information on applicable state boating safety laws and regulations. Stateside law enforcement courses have been attended by our rangers. Six PWCs have been added to the Ranger Maritime Unit for at Sea Law Enforcement.
- DENR also installs and maintains buoy systems designated for swimming beaches and controlled areas.

## PROGRAM EXPANSION

- Amended Recreational Pleasure Craft Regulations will be implemented in 1997.
- The problems created by an increasing number of boat and PWC operators who disregard the laws and regulations concerning safe recreational boating will be given top priority.
- Incidence of failure to register boats or yearly decal renewal, including documented vessels, will be addressed.

# BOATING SAFETY DOLLARS AT WORK IN VIRGIN ISLANDS



**ADMINISTERING OFFICE**  
 Department of Planning & Natural Resources  
 Division of Enforcement  
 396-1 Foster Plaza  
 Annas Retreat  
 St. Thomas, USVI 00802

**PRINCIPAL CONTACT**  
**Lucia Roberts**  
 Boating Law Administrator  
 Phone: (809) 776-8600  
 Fax: (809) 776-8608

## STATE BOATING FACTS

1996	Registered Boats	3,305	Lakes	0
1996	Boating Accidents	4	Rivers	0
1996	Boating Deaths	0	Coastline	235 miles
1994	Boat*, Motor, Trailer and Accessory Sales	N/A	FY 98 Federal Grant	\$340,858

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Over the past year, boating safety tips were developed and broadcast over two radio stations in the territory. The messages emphasized the use of PFDs, navigation, weather and BWI.
- Funds were also used to conduct several sessions of Boating Safely, a course for youngsters between the ages of 11 and 17. For the past three years during National

Safe Boating Week, the highlight activity is a Boating Safety Fun Day, held at a public beach to teach youngsters and adults the safety aspects of recreational boating. There was information on the use of floats, PFDs, displays of all basic safety equipment, and complimentary boating safety examinations by the U.S. Coast Guard Auxiliary.

## PROGRAM EXPANSION

- There is an increasing number of boaters in the community, so the Virgin Islands will need to develop a management plan to guide the boating safety efforts into the next century. Presently, congestion caused by more boats settling in Virgin Island waters requires the Department of Planning and Natural Resources to put management plans in place.
- There has been no increase in the number of enforcement officers, and the increased traffic and interest in boating shows a need for more. There is a continued need for boating safety education courses in an effort to prevent problems from arising.

# BOATING SAFETY DOLLARS AT WORK IN AMERICAN SAMOA



**ADMINISTERING OFFICE**  
 Department of Public Safety  
 Bureau of Special Operations  
 Marine Patrol Division  
 P.O. Box 1086  
 Pago Pago, American Samoa 96799

**PRINCIPAL CONTACT**  
 Cmdr. Maliliefa Salanoa  
 Boating Law Administrator  
 Phone: (684) 633-2004  
 Fax: (684) 633-5031

## STATE BOATING FACTS

1996	Registered Boats	160	Lakes	N/A
1996	Boating Accidents	0	Rivers	N/A
1996	Boating Deaths	0	Coastline	92 miles
1996	Boat*, Motor, Trailer and Accessory Sales	N/A	FY 98 Federal Grant	\$317,267

\* Retail values for inboard boats, sterndrive boats and outboard boats.

## PROJECTS AND PROGRAMS

- Trained and certified six (6) Marine Enforcement Officers to detect Boat Operator Under the Influence of Alcohol (OUI). The training is conducted locally by Captain Mika Kelemete Jr., who is our certified OUI instructor.
- Continued having pre-inspection on all recreational boats to make sure all safety equipment is aboard all boats or vessels, prior to registration and boat stickers being issued to all boats.
- All Marine Enforcement Officers have been payed under this federally funded program (Recreational Boating Safety). For patrolling territorial waters and bodies of water throughout American Samoa Island, to enforce all boating safety laws, local and federal, and other marine laws, assisting the public and making our waterways the safest.
- Continued having lectures on boating safety equipment which is required to be aboard all recreational boats through elementary school and high school in American Samoa. Purpose is for their safety on board when any recreational boat is underway.
- Also Recreational Boating Safety federal grant covered the cost for repairs of our outboard motors. Service was provided by local ASCO company. Same grant was used to purchase three (3) computers with accessories for record keeping and word processing.

## PROGRAM EXPANSION

- In the future, I would like to purchase and install a communications system under this federal grant used for our Radio Coordination Center for the recreational boats, small boats and our local fishing fleet (Alia). This system is more effective and a quick response to all vessels in distress. Also to collect data and information and to avoid other radio interference in emergency status.
- Plan to hire additional staff, enforcement officers and education specialists.
- Install mooring buoy in various boat harbors to secure small boats and small fishing vessels during bad weather. This is a public demand and the Coast Guard agreed to it. Requested by two villages.
- Under the Recreational Boating Safety grant, we plan to build two or three boat ramps throughout the island to assist the public in hauling their boats in and out of the water.

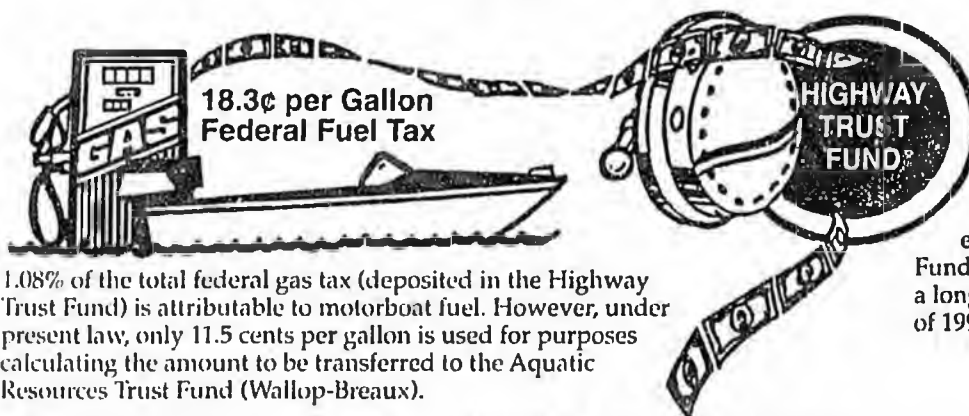
# The National Nonprofit Public Service Organization Grant Program

Supporting State boating programs through the State Recreational Boating Safety Grant Program is a very effective method of improving and coordinating individual State efforts. However, some safety initiatives can be accomplished more efficiently and effectively through a coordinated effort at the national level. Section 13103(c) of Title 46, United States Code, provides that up to five percent of the Boat Safety Account funds appropriated for allocation to the States may be used to fund national boating safety activities of national nonprofit public service organizations. Funding for the nonprofit organization grant program has grown from \$650,000 in fiscal year 1985 to \$2,750,000 for fiscal year 1998. Projects funded by this program range from small, onetime efforts to provide specific services or products, to multi-year endeavors affecting all aspects of the boating safety program.

Some projects are designed to fulfill a specific safety information/education need, such as a study of small boat occupant protection; materials targeted toward "nontraditional" boaters who view boats merely as platforms for hunting and fishing; a handbook on barrier-free public boating facilities; and a boating safety curriculum for organized youth camps. Other projects are designed to develop pilot programs for potential use by State and local government agencies or private organizations, such as a boating safety course for boating safety law offenders; a safety course specifically addressing boating and alcohol use; and an information clearinghouse on the status of State boating legislation.

Several grantee organizations have provided long-term support for State activities through recurring grant projects, such as boating accident investigation training for State personnel; the annual International Boating and Water Safety Summit; and National Safe Boating Week campaigns. While not specifically designed to aid only State efforts, several grant projects will prove to be of great value to State authorities as well as Federal and local agencies active in boating safety. These include studies of various aspects of boating under the influence of alcohol or drugs; efforts to collect better accident data; and development of a comprehensive guide to multiple-use waterway management.

# Aquatic Resources Trust Fund (Wallop/Breaux) Flow Chart



1.08% of the total federal gas tax (deposited in the Highway Trust Fund) is attributable to motorboat fuel. However, under present law, only 11.5 cents per gallon is used for purposes calculating the amount to be transferred to the Aquatic Resources Trust Fund (Wallop-Breaux).

**S1519**  
A compromise bill. The bill was a temporary measure that extends the Wallop-Breaux Trust Funds until Congress comes up with a long-term bill (6 years) in the spring of 1998.

**Land and Water Conservation Fund**  
**\$1,000,000**

## WALLOP/BREAUX



The Aquatic Resources Trust Fund (Wallop-Breaux) consists of excise taxes attributable to motorboat fuels and fishing equipment along with import duties on fishing equipment, yachts and pleasure boats, interest earned on the funds and excise taxes attributable to gasoline used in small engines.

### Boat Safety Account Authorization

State Program 1, 2, 3

U.S. Coast Guard 1

FY 97 \$35 million

FY 97 \$35 million

S1519 extended present authorization until a long-term bill is passed in the spring of 1998. State program received \$35 million appropriation for FY 1998.

1. Funds used to defray costs of services to the recreational boater.
2. 1-2 percent used to defray costs to C.G. administrative program.
3. Up to 5% authorized to be used by nonprofit organizations through C.G. grants.

### Sport Fish Restoration Account 1997 Gross Receipts

1) Motorboat Fuel Tax	\$142 million
2) Small Engine Gas Tax	\$57 million
3) Fishing Equipment Tax	\$90 million
4) Sonar Tax	\$3 million
5) Import Duties	\$33 million
6) Interest	\$48 million

**Total \$373 million**

### CLEAN VESSEL ACT OF 1992

This Act authorized Wallop-Breaux Trust Funds for Boating Safety and a competitive grant program for states to construct/renovate pumpout and dump stations to dispose of vessel sewage from recreational boaters.

Boating Safety		Pumpout	
FY 93	\$5 million	FY 93	\$5 million
FY 94	\$7.5 million	FY 94	\$7.5 million
FY 95	\$7.5 million	FY 95	\$7.5 million
FY 96	\$10 million	FY 96	\$10 million
FY 97	\$10 million	FY 97	\$10 million
FY 98	\$20 million	FY 98	-0-

*Clean Vessel Act subject to reauthorization for FY 1999 and beyond.*



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



# LEGAL SERVICES

DIVISION OF LEGAL AND RESEARCH SERVICES  
LEGISLATIVE AFFAIRS AGENCY  
STATE OF ALASKA

(907) 465-3867 or 465-2450  
FAX (907) 465-2029  
Mail Stop 3101


130 Seward Street, Suite 409  
Juneau, Alaska 99801-2105

## MEMORANDUM

April 7, 1999

**SUBJECT:** Sectional Summary of CSHB 108(TRA)(Draft version "N")

**TO:** Representative Bill Hudson  
Attn: Melinda

**FROM:** Michael F. Ford   
Legislative Counsel

You have requested a sectional summary of the above-described bill.

As a preliminary matter, note that a sectional summary of a bill should not be considered an authoritative interpretation of the bill and the bill itself is the best statement of its contents. If you would like an interpretation of the bill as it may apply to a particular set of circumstances, please advise.

**Section 1.** Intent section.

**Section 2.** Imposes safety equipment requirements on boats. Imposes restrictions on when a boat must be operated with lights and imposes requirements for carrying life jackets. Prohibits use of emergency lights except for police or emergency services. Allows the department to require additional safety equipment, by regulation.

**Section 3.** Imposes restrictions on using boats to tow another person.

**Section 4.** Requires a person involved in a boat accident to render assistance and to exchange information. Requires the boat operator to file certain accident information with the department. Requires the department to provide certain statistical information.

**Section 5.** Technical amendment regarding a boat owner's civil liability.

**Section 6.** Technical amendment.

**Section 7.** Requires the department to establish a uniform state waterway marking system and to administer a statewide boating safety program. Requires the boating safety program to be structured to qualify for federal funding. Requires an undocumented boat to be registered and numbered by the Department of Administration. Provides that a registration number is valid for three years and that records of boat ownership are public records. Exempts certain boats from the numbering and registration provisions of this section.

Representative Bill Hudson  
April 7, 1999  
Page 2

Establishes the Alaska Boating Safety Council and provides for seven members appointed by the governor.

**Section 8.** Prohibits a person from operating a boat in a reckless or negligent manner, while not equipped as required by law, or in a manner inconsistent with a regulatory marker.

**Section 9.** Exempts certain boats from AS 05.25.

**Section 10.** Provides for enforcement of AS 05.25 by a peace officer and for issuance of citations.

**Section 11.** Establishes penalties for violating provisions of AS 05.25. Requires the supreme court to establish a bail schedule for disposition of a citation without a court appearance.

**Section 12.** Provides that the department may adopt regulations, except as provided in this section. Provides certain restrictions on department regulatory authority.

**Section 13.** Imposes certain fees for services performed by the department.

**Section 14.** Definitions.

**Section 15.** Provides that boating accident reports are not public documents.

**Section 16.** Provides that a person receiving a boating citation does not have to provide a written promise to appear in court.

**Section 17.** Authorizes the Department of Natural Resources to adopt regulations.

**Section 18.** Effective date for section 17.

MFF:glc  
99-167.glc

# Alaska State Legislature



## Representative Bill Hudson

State Capitol  
Juneau, Alaska  
9C801-1182  
Phone: (907) 465-3744  
Fax: (907) 465-2273

Committees:  
Chair  
Fisheries  
Utilities Restructuring  
Member  
Transportation  
State Affairs

### HB 108. SPONSOR STATEMENT

HB 108, if enacted, would establish a comprehensive boating safety program in Alaska.

HB 108 proposes to transfer the responsibilities and regulatory authority over boat safety equipment requirements from the Coast Guard to the State of Alaska. Additionally, the State would assume vessel registration that is currently being managed by the Coast Guard. The Department of Motor Vehicles will conduct the registration process, utilizing their current systems (mail, on-line, and in person registration at any DMV office) In addition, new boat dealers will also be authorized to register boats at the point of sale for the convenience of the boating public.

In 1998, 38 Alaskans lost their lives in boating accidents, and Alaska continues to experience boating fatalities at nearly ten times the national rate. Currently Alaska's boating safety programs are a combination of Coast Guard, State of Alaska, and private and public efforts, which are not centrally located or coordinated. Passage of HB 108 will assure that the State manages and controls it's own boating safety laws and programs.

HB 108 would mandate that boats placed on state waters be equipped with some or all of the following: fire extinguishers, personal flotation devices, a sound producing device, back-fire flame protectors, ventilation, and visual distress signals. The actual carriage requirements will be identical to the Coast Guard requirements for the size and type of vessel being licensed. Currently, the Coast Guard requirements call for this safety equipment to be carried on vessels when on navigable waters within the state. This legislation would expand the current Coast Guard requirement to carry this safety equipment to all waters within the state (the addition of some small streams and small lakes.)

Alaska is the only state in the nation that does not have an approved Boating Safety Program. Because Alaska does not comply with the Federal Safe Boating Act of 1971, our share of federal marine fuel taxes that Alaskans pay is not redistributed back to Alaska, as it is in all other states. Passage of HB 108 will assure we are included in the redistribution of these taxes, bringing approximately \$500,000 annually back to the State, along with approximately \$600,000 annually in program receipts being added into the state coffers. These dollars will allow the State to make a major push to educate the boating public about boating safety, thereby lowering the rate of accidents and death on Alaska's waterways.

Under this proposal, the charge for new registrations will be identical to the charges established by the Coast Guard and will replace those now assessed by the Coast Guard.



# MEMORANDUM

Department of Natural Resources

# State of Alaska

Division of Parks and Outdoor Recreation

Director's Office

TO: Shari Kochman  
Deputy Legislative Director

DATE: January 14, 1999

TELEPHONE NO: 269-8701

FAX NO: 269-8907

FROM: Jim Stratton  
Director

SUBJECT: Support for Boating Safety

1998 was not a good year for recreational boaters. Alaska's recreational boating death rate averages 22 persons a year which is 10 times the national average based on ratio of deaths to the number of boats registered. In 1998, over half again as many people died (38), including numerous children that perished when entire families disappeared in open skiffs off the Diomedes islands and near Kodiak. The impact of these deaths has been significant within the health and safety community and among boating organizations and retailers. There is a keen interest in promoting boating safety all across Alaska. In the Bush, the Indian Health Service has started a program of providing personal flotation devices (PFDs) at cost to village boaters. The result has been no boating deaths in the program area of the lower Yukon-Kuskokwim region. They are very interested in expanding this program and see a Coast Guard sanctioned state boating safety program as the key for increased revenue.

In support of the Division's work on boating safety education programs, we established the Alaska Boating Safety Council just before Christmas. We have not raised the legislative issue before this group, however they represent boat users like the Marine Dealers, Coast Guard Auxiliary, Alaska Boating Association, Whittier Boat Owner's Association, Fairbanks Paddlers Association, and health and safety interests like Tanana Chiefs Conference and Southeast Alaska Regional Health Corporation. This council could easily be activated to support this issue from Bush to urban communities and across all types of users from airboats to kayakers.

Since the Governor and Commissioner Shively created the Office of Boating Safety at the Division of Parks and Outdoor Recreation last July, we have been contacted by the organizations listed below. They have all expressed their interest in promoting a boating safety act as the key to establishing a Coast Guard recognized state boating safety program. Several of these organizations, including the Governor's Health and Safety Council and the Denali Safety Council have made boating safety a top priority.

From the perspective of the Division of Parks and Outdoor Recreation, there is a huge constituency anxiously waiting for leadership from somewhere in government on this issue. A bill needs to be introduced, either by the Governor or a friendly legislator, so the following organizations can engage their grassroots and organizational interest in a positive manner to improve the boating safety record in Alaska.

### State Boards and Councils

- Governor's TRAAK Board - resolution attached
- Alaska Municipal League
- Governor's Health and Safety Council - this is their #1 legislative priority

### State Agencies

- Alaska Department of Fish and Game
- Alaska Department of Public Safety
- Alaska Department of Health and Social Services - Community Health and EMS

### Federal Agencies

- United States Coast Guard - will send person from DC to be in Juneau to provide technical assistance (they sent a person from DC in 1991, the last time the legislature addressed this issue)
- US Public Health Service - Indian Health Service - this is a top priority for 1999. They will be the cooperating agency to provide PFDs and education to the Bush, Environmental Health

### Federal Boards and Non Profits

- National Transportation Safety Board - will send up representative from DC to testify in favor
- National Water Safety Congress
- National Association of State Boating Law Administrators - Members are the Boating Law Administrators and associate members from every state and territory.
- National Boating Safety Council

### State Non Profits

- Alaska Marine Safety Education Association - The recognized leader in providing marine safety instructor training, and safety training for commercial fishers. AMSEA is a statewide organization of marine safety educators.
- Denali Safety Council - Formed in 1994, an organization of safety professionals of Alaskan companies, agencies and unions organized to promote safety in the workplace, the community and at home. Boating Safety is one of their top three issues.

Members include:

- National Bank of Alaska
- University of Alaska
- Teamsters local 302
- Carr's
- Anchorage Daily News
- VECO
- Alyeska Pipeline
- ARCO
- NANA/Marriott
- Federal and State OSHA
- Alaska Safe Communities

- USCG Auxiliary
- Anchorage Safe Communities
- Alaska Safe Kids

### State Boating Organizations

- Alaska Boating Association - with several hundred members, the ABA is Alaska's largest boating organization. The ABA promotes boating safety and boating access. Many members are Mat-Su area air boaters.
- Whittier Boat Owner's Association
- Fairbanks Paddlers Association
- Alaska Marine Dealers Association - statewide association of all major commercial boat retailers. They support point of sale registration.

# 1998 BOAT ACCIDENT DATA BY CENSUS REGION

Wednesday, December 09, 1998

Page 1

County	# Accidents	# Fatalities	# Inj.	# Acc/Inj	# Acc. Inv. PWC	# PWC Involved	One Boat	Two Boat	Three Boat	Four Boat	Five Boat	Total Vessels
Aleutians East	0	0	0	0	0	0	0	0	0	0	0	0
Aleutians West	0	0	0	0	0	0	0	0	0	0	0	0
Anchorage	4	2	1	1	0	0	3	1	0	0	0	5
Bethel	2	2	0	0	0	0	2	0	0	0	0	2
Bristol Bay	2	1	2	1	0	0	2	0	0	0	0	2
Dillingham	1	0	1	1	0	0	1	0	0	0	0	1
Fairbanks	2	2	0	0	0	0	2	0	0	0	0	2
Haines	0	0	0	0	0	0	0	0	0	0	0	0
Juneau	19	3	6	5	0	0	18	1	0	0	0	20
Kenai	15	2	7	6	1	1	10	5	0	0	0	20
Ketchikan	18	1	1	1	1	2	16	2	0	0	0	20
Kodiak Island	8	4	4	2	0	0	8	0	0	0	0	8
Lake & Penin	0	0	0	0	0	0	0	0	0	0	0	0
Matanuska	7	2	3	3	2	2	3	4	0	0	0	11
Nome Census	1	6	0	0	0	0	1	0	0	0	0	1
North Slope	0	0	0	0	0	0	0	0	0	0	0	0
Northwest	4	6	0	0	0	0	3	0	0	0	0	3
Prince of Wales	0	0	0	0	0	0	0	0	0	0	0	0
SE Fairbanks	1	0	0	0	0	0	1	0	0	0	0	1
Sitka Borough	5	2	0	0	0	0	5	0	0	0	0	5
Skagway/Yak	4	3	4	1	0	0	3	1	0	0	0	5
Valdez/Cord	10	1	1	1	0	0	10	0	0	0	0	10
Wade Hampt	0	0	0	0	0	0	0	0	0	0	0	0
Wrangell/Pet	1	0	0	0	0	0	0	1	0	0	0	2
Yukon/Koy	1	1	0	0	0	0	1	0	0	0	0	1

105      38      30      22      4      5      89      15      0      0      0      119

# 1997 BOAT ACCIDENT DATA BY CENSUS REGION

Wednesday, December 09, 1998

Page 1

County	# Accidents	# Fatalities	# Inj.	# Acc/Inj	# Acc. Inv. PWC	# PWC Involved	One Boat	Two Boat	Three Boat	Four Boat	Five Boat	Total Vessels
Aleutians East	0	0	0	0	0	0	0	0	0	0	0	0
Aleutians West	0	0	0	0	0	0	0	0	0	0	0	0
Anchorage	3	3	2	1	0	0	2	1	0	0	0	4
Bethel	4	3	1	1	0	0	3	1	0	0	0	5
Bristol Bay	1	1	0	0	0	0	1	0	0	0	0	1
Dillingham	2	0	3	2	0	0	0	2	0	0	0	4
Fairbanks	1	1	0	0	1	1	1	0	0	0	0	1
Haines	1	0	1	1	0	0	1	0	0	0	0	1
Juneau	13	0	0	0	0	0	13	0	0	0	0	13
Kenai	18	4	2	2	0	0	18	0	0	0	0	18
Ketchikan	16	0	2	2	0	0	14	1	0	0	0	16
Kodiak Island	2	1	0	0	0	0	2	0	0	0	0	2
Lake & Penin	2	0	4	2	0	0	1	1	0	0	0	3
Matanuska	7	1	5	3	5	7	1	6	0	0	0	13
Nome Census	0	0	0	0	0	0	0	0	0	0	0	0
North Slope	0	0	0	0	0	0	0	0	0	0	0	0
Northwest	2	2	0	0	0	0	2	0	0	0	0	2
Prince of Wales	3	3	0	0	0	0	3	0	0	0	0	3
SE Fairbanks	0	0	0	0	0	0	0	0	0	0	0	0
Sitka Borough	5	2	0	0	0	0	5	0	0	0	0	5
Skagway/Yak	1	0	0	0	0	0	1	0	0	0	0	1
Valdez/Cord	8	2	1	1	0	0	8	0	0	0	0	8
Wade Hampt	0	0	0	0	0	0	0	0	0	0	0	0
Wrangell/Pet	2	0	0	0	0	0	1	1	0	0	0	3
Yukon/Koy	0	0	0	0	0	0	0	0	0	0	0	0

91      23      21      15      6      8      77      13      0      0      0      103

# 1996 BOAT ACCIDENT DATA BY CENSUS REGION

Wednesday, December 09, 1998

Page 1

County	# Accidents	# Fatalities	# Inj.	# Acc/Inj	# Acc. Inv. PWC	# PWC Involved	One Boat	Two Boat	Three Boat	Four Boat	Five Boat	Total Vessels
Aleutians East	2	0	0	0	0	0	2	0	0	0	0	2
Aleutians West	1	0	0	0	0	0	1	0	0	0	0	1
Anchorage	4	0	0	0	0	0	3	1	0	0	0	5
Bethel	6	1	0	0	0	0	6	0	0	0	0	6
Bristol Bay	0	0	0	0	0	0	0	0	0	0	0	0
Dillingham	0	0	0	0	0	0	0	0	0	0	0	0
Fairbanks	2	1	0	0	0	0	2	0	0	0	0	2
Haines	0	0	0	0	0	0	0	0	0	0	0	0
Juneau	10	1	0	0	0	0	9	1	0	0	0	11
Kenai	12	2	0	0	0	0	12	0	0	0	0	12
Ketchikan	12	0	0	0	0	0	11	1	0	0	0	13
Kodiak Island	4	0	0	0	0	0	4	0	0	0	0	4
Lake & Penin	1	1	0	0	0	0	1	0	0	0	0	1
Matanuska	5	2	0	0	1	1	2	3	0	0	0	8
Nome Census	1	0	0	0	0	0	1	0	0	0	0	1
North Slope	0	0	0	0	0	0	0	0	0	0	0	0
Northwest	2	0	0	0	0	0	2	0	0	0	0	2
Prince of Wales	3	0	0	0	0	0	2	1	0	0	0	4
SE Fairbanks	1	1	0	0	0	0	1	0	0	0	0	1
Sitka Borough	8	3	0	0	0	0	7	0	0	0	0	7
Skagway/Yak	3	0	0	0	0	0	3	0	0	0	0	3
Valdez/Cord	9	1	0	0	0	0	9	0	0	0	0	9
Wade Hampt	0	0	0	0	0	0	0	0	0	0	0	0
Wrangell/Pet	3	0	0	0	0	0	3	0	0	0	0	3
Yukon/Koy	2	1	0	0	0	0	2	0	0	0	0	2
	91	14	0	0	1	1	83	7	0	0	0	97

#### Boating Safety Information

The Coast Guard is responsible for registration of vessels in Alaska. They register all vessels that run in salt water and in navigable waters.

At present, there are 33,000 vessels registered with the Coast Guard. The fee is \$6.00 for a three-year permit. Revenue from this current system is \$66,000 annually in fees and the Marine Motor Fuel Tax of 5¢ per gallon. All of the current revenue is collected by the feds and distributed to other states that have a Boating Safety Act.

The Coast Guard is currently increasing the 3 year permit costs and it is estimated that the fees will be \$24. Based on 33,000 vessels renewing at 11,000 a year the Coast Guard will collect fees of \$264,000 a year along with the fuel tax.

If the state passes a Boating Safety Act, it is estimated that registrations will increase to 75,000 or 37,500 a year. The state proposes to set the fee at \$20.00 biennially for a total revenue stream of \$375,000 for the first half-year and \$750,000 in the out years.

In addition to the collection of fees, the state will receive from the federal government most if not all of the marine motor fuel taxes that previously went out of state. DNR does not have any firm information on the amount of the fuel taxes paid. However, we estimate that the state's share of federal boating program money could be up to \$600,000 a year.

Start up costs of the registration program are estimated by DMV to be \$302.9 and \$212.6 the first and second years of the program. After the program is stable, it is estimated that \$190.1 will maintain the registration program at DMV.

DNR will receive \$329,000 from the federal government in FY 99 to initiate a boating safety program, Trooper curriculum development etc. This amount requires a 50% match of expenditures on the state side. DNR, Parks matched that amount by identifying existing expenditures for boating safety activities by the Troopers, Park Rangers, Marine Recreation Project and the AK Marine Safety Education Assoc. This matching methodology continues into the future if Alaska passes a Boating Safety Act. If not, the \$329,000 will go away in five years.

Total estimated revenues available after initial start-up are at least the \$750,000 registration and the \$329,000 federal (that Parks believes could grow to \$600,000 with passage of the bill) for a total of \$1,350,000. (with the existing expenditures and the increased amount by DMV on the registration program, state effort will be \$519.1. With additional effort the state can easily meet the match requirements.)

Registration of boats in rural areas is required on salt water and on all rivers that are navigable. The Coast Guard has not been able to date to give us any firm numbers on boats registered in a particular area. We have requested information to this effect.

**Registered Boat Census Area Report (1/19/99)**  
 (Includes Actively Registered Vessels)

	# of boats	98 pop.	%
Aleutians East	121	2,355	
Aleutians West (CA)	154		
Anchorage	8305	254,849	3%
Bethel (CA)	618	5,277	12%
Bristol Bay	390	1,270	31%
Denali	50	1,899	3%
Dillingham (CA)	343	2,252	15%
Fairbanks North Star	1496	82,278	2%
Haines	218	1,429	15%
Juneau	3520	30,396	12%
Kenai Peninsula	4921	48,098	10%
Ketchikan Gateway	2524	14,599	17%
Kodiak Island	897	14,181	6%
Lake and Peninsula	165	1,816	9%
Matanuska-Susitna	2003	52,669	4%
Nome (CA)	72	3,656	2%
North Slope	64	9,189	1%
Northwest Arctic	39	7,108	1%
Prince of Wales-Outer	997		
Sitka	1274	8,733	15%
Skagway-Hoonah-Ang	594	2,338	25%
Southeast Fairbanks (	137		
Valdez-Cordova (CA)	773	6,953	11%
Wade Hampton (CA)	146		
Wrangell-Petersburg (	1663	5,975	28%
Yakutat	89	833	11%
Yukon-Koyukuk (CA)	75	126	60%
<b>Total boats listed:</b>	<b>31,648</b>	<b>558,279</b>	<b>7%</b>

\*population for Koyukuk only

## Life Jackets (Personal Floatation Devices PFD'S)

Nationwide, over 82% of those killed in boating accidents were not wearing PFD's.

Type	Buoyancy	Description	Comments
I "Offshore" PFD	22 lbs. min	Horse collar, and some vests with collars.	Tends to float an unconscious person face up. Uncomfortable. Very little hypothermia protection.
II "Near Shore" PFD	15.5 lbs. min	Horse collar design.	Tends to float an unconscious person face up. Very little hypothermia protection. Best used in locations where a quick rescue is available.
III "Floatation Aid"	15.5 lbs. min	Vests, float coats, some Inflatables	Comfortable. Not adequate for rough water. Some hypothermia protection. Best used in locations where a quick rescue is available.
IV "Throw able"	16.5 lbs. min	Cushions and rings	Should have floating line and reflective tape attached. Dependent on conscious person that is able to hold on. No hypothermia protection. Does not count as a wearable PFD.
V Restricted Use	Variable	Work type flotation coveralls, some white water paddling vests.	Approved only for specific uses. Expensive. Comfortable. Hypothermia protection - variable.
V Hybrid	7.5 lbs. inherent, 22 lbs. inflated	Some float coats, and jackets with both inherent buoyancy and inflation capability,	Mix of inherent and inflatable buoyancy. Very comfortable. Expensive. Mechanism dependent, so not as reliable as some other PFD's. Directions on label and owner's manual must be followed to count legally as a PFD. Hypothermia protection - variable. NOT for persons under 90 lbs.
Immersion Suits	22 lbs min	Several brands of similar design.	Also called survival suits, these have the BEST hypothermia protection.

*The best PFD? ..... It's the one you wear!*

STATEMENT OF UNDERSTANDING  
BETWEEN THE  
STATE OF ALASKA  
AND THE  
UNITED STATES COAST GUARD

1. **PURPOSE.** To define the relationship between the State of Alaska and the Commander, Seventeenth Coast Guard District, United States Coast Guard, in the conduct of recreational boating safety programs, including the mutual enforcement of laws relating to boating safety on waters within the concurrent jurisdiction of the State of Alaska and the United States.

2. **BASIC GUIDELINES.**

- a. The Commander, Seventeenth Coast Guard District, hereinafter referred to as the District Commander, has the final authority to perform the functions of the United States Coast Guard, hereinafter referred to as the Coast Guard, that are within the geographical jurisdiction for all matters covered by this agreement. The District Commander has, or may in the future, further delegate their authority to carry out the functions addressed by this agreement. The responsibility by the State to carry out this Cooperative Agreement exists with the State of Alaska, Department of Natural Resources, Division of Parks and Outdoor Recreation, here after referred to as the Office of Boating Safety. Primary operational interface on waters of concurrent jurisdiction occurs between the Coast Guard and the State of Alaska Office of Boating Safety. Portions of this statement may be delegated by the State to other State agencies under various State laws which define their respective jurisdictions or the appropriate local authority, should it have jurisdiction. This statement neither expands nor reduces any such jurisdiction for any such agency or local authority. Where the word "State" is used, therefore, it shall mean the appropriate State of Alaska agency or State of Alaska local authority having jurisdiction over the matter. Where a specific agency is cited, that agency has clear jurisdiction to carry out the provisions of that section.
- b. The State and the United States exercise concurrent jurisdiction over those waters within the jurisdiction of the State that are also waters subject to the jurisdiction of the United States, except as to matters preempted by Federal law.
- c. The State has exclusive jurisdiction over those waters within the State that are not waters subject to the jurisdiction of the United States.
- d. This understanding does not abrogate or limit the jurisdiction of the State or the United States. Nothing in this agreement supplants duly established Coast Guard policy or state law governing the state, and any such conflicting terms contained in this agreement shall be void.

- e. All vessels equipped with propulsion machinery, except vessels exempt under the provisions of 33 CFR part 173.11 or vessels documented or required to be documented under Federal law, that are principally operated on waters subject to the jurisdiction of the State of Alaska are subject to the numbering laws of that State.
- f. The State shall, to the fullest extent practicable, endeavor to conform its laws, rules and regulations with Federal law, subject to the Federal preemption provisions contained in 46 U.S.C. 4306. The Coast Guard and the Office of Boating Safety shall promptly furnish to each other the text of any proposed or enacted law, rule or regulation having to do with numbering, titling, equipping or operating vessels that are the subject of this agreement and any administrative interpretations thereof.
- g. The Coast Guard and the Office of Boating Safety will provide to each other a copy of statistical and other data pertinent to the matters agreed to herein.

### 3. TERMS OF UNDERSTANDING.

#### a. Law Enforcement.

- (1) The State has primary law enforcement responsibility concerning recreational vessels on waters subject to concurrent jurisdiction of the State and the United States. In these waters the United States has primary responsibility for the enforcement of vessel inspection and other Federal statutes applicable to non-recreational vessels. The State may enforce State laws applicable to numbered non-recreational vessels not required to be inspected by the Coast Guard and operating on waters subject to the concurrent jurisdiction of the State and the United States. The Coast Guard has authority to enforce Federal statutes and regulations applicable to recreational vessels on all waters subject to the jurisdiction of the United States.
- (2) In order to provide the most effective law enforcement possible with the vessels and personnel available and to avoid duplication of efforts in a given area at a given time, the Boating Law Administrator and the District Commander shall coordinate or arrange for coordination of law enforcement patrols on waters subject to concurrent jurisdiction of the State and the United States.
- (3) Joint safety patrols for the monitoring of program effectiveness by Coast Guard and State marine law enforcement officers may be conducted periodically on all waters subject to concurrent jurisdiction of the State and the United States. The use of either Federal or State vessels is authorized, however, actual enforcement shall namely be by the agency with primary responsibility as identified in the document or if not identified in the document then as agreed to among the participants.
- (4) The Office of Boating Safety may be notified of any numbering violations observed by Coast Guard boarding officers. In addition, other recreational boating violations

may be referred to the Office of Boating Safety at the discretion of the District Commander.

- (5) Violations of Federal safety standards including those applicable to manufacturers of boats and associated equipment detected by State marine law enforcement officers will be reported to the Coast Guard Boating Safety Infoline (1-800-368-5647) for investigation and disposition.
- (6) Violations of vessel safety requirements or other marine safety laws by non-recreational vessels that are observed by State marine law enforcement officers will be reported to the Coast Guard Marine Safety Infoline (1-800-521-9219) for disposition.
- (7) When a complaint is made to the Coast Guard alleging an offense that is a violation of the State recreational boating laws or regulations, the Coast Guard will normally refer the complaint to the proper State or local authority. Similarly, when a complaint is made to the State of a violation of any vessel laws or regulations within the exclusive jurisdiction of the United States, the State will normally refer the complaint to the Coast Guard.
- (8) State marine law enforcement officers and Coast Guard boarding officers are encouraged to consider the need for a boating safety inspection if the operator produces evidence of a recent satisfactory State or Coast Guard examination or the vessel displays a current Coast Guard Auxiliary Courtesy Marine Examination (CME) or State inspection decal. However, notwithstanding a recent satisfactory examination, boarding will be undertaken when there are indications of a violation of numbering, loading, equipment or operating requirements, or as part of a special local enforcement operation. Additionally, if there is reasonable suspicion that a vessel or any person on board is, or has been, involved in illegal activity, or if the vessel appears to be manifestly unsafe, the law enforcement officer or boarding officer may investigate as necessary to confirm or refute that suspicion.
- (9) State marine law enforcement officers who observe violations of vessel safety laws or other regulations of the United States, will generally be made available to testify for the State or Federal prosecution related to the violation. Coast Guard personnel will be made available to provide evidence at state judicial proceedings or administrative forums to the extent authorized by Title 49, part 9 of the Code of Federal Regulations.
- (10) Nothing contained within this agreement will prohibit field personnel from making temporary arrangements for joint or cooperative action in emergencies to cover a local situation involving reckless or negligent operation or other conditions involving safety of life, property, or serious violations of the law.

**b. Boating While Intoxicated.**

- (1) A common goal of the Coast Guard and the Office of Boating Safety is to eliminate the risk posed to the boating public and the marine environment by an intoxicated boat operator. To this end, the Office of Boating Safety and the Coast Guard agree to coordinate their operating a vessel under the influence (OUI) enforcement efforts so that the most effective enforcement option is prosecuted in each case, and each will encourage the establishment of mutual assistance and cooperative agreements between Coast Guard and State marine law enforcement officials operating in the same area.

**c. Public Education and Training.**

- (1) The parties will cooperate in public educational and safety information programs. The Office of Boating Safety will distribute the pamphlet *Federal Requirements and Safety Tips for Recreational Boats*, and other Federal boating publications as agreed upon, through its home and field offices. The Coast Guard will distribute the pamphlet *Alaska Boater's Handbook* through offices and field units.
- (2) The Coast Guard will furnish to the Office of Boating Safety information concerning the time and place of public education courses within the state that are sponsored by the U.S. Coast Guard Auxiliary. The parties will cooperate in providing NASBLA approved public boating safety education programs to be used within the state.
- (3) The Coast Guard will provide boating safety instructor training for state law enforcement personnel through the National Boating Safety Course located at the Reserve Training Center, Yorktown, VA. Commandant (G-OPB-2), United States Coast Guard is responsible for providing billets, administration and enrollment into the course. Similarly, the State will provide the Coast Guard, on an "as available" basis, instructors and facilities for the training of Coast Guard personnel. In addition, safe boating and/or boat handling programs may be arranged with Coast Guard Auxiliary resources.

**d. Vessel Numbering.**

- (1) Until such time as a State Boating Safety Bill is passed, the Coast Guard will continue to issue Certificates of Number to vessels equipped with machinery propulsion in Alaska which are operated on navigable waters of the United States. The Office of Boating Safety agrees to assist in distribution of Coast Guard applications and other forms for motorboat numbering, vessel casualty report forms, and such boating

pamphlets as are made available for that purpose by the Coast Guard.

- (2) Following the passage of a State Boating Safety Bill, the State will assume authority for issuance of Certificates of Number to vessels equipped with machinery propulsion operated within the state. The Coast Guard will distribute State applications and other forms for motorboat numbering, state vessel casualty report forms, and such boating pamphlets as are made available for that purpose by the State.

e. **Boating Casualty Reports and Investigative Reports**

- (1) For the purposes of this agreement a "boating casualty" is defined as an accident involving a fatality, a disappearance, or a personal injury that requires medical treatment beyond first aid. An "accident" is defined as an accident involving damage to a vessel and other property totaling more than \$500.00, or the total loss of a vessel.
- (2) Until such time as a State Boating Safety Bill is passed, the Coast Guard will continue to serve as the lead agency for reporting of boating casualties. Following the passage of a State Boating Safety Bill, the Office of Boating Safety will assume lead agency responsibility for investigation and reporting of boating casualties.
- (3) The Coast Guard will notify the State of all reportable boating accidents where Coast Guard resources are used. Both parties will cooperate in sharing accident data to ensure that overall state boating accident statistics are as accurate as possible.
- (4) The State agrees to investigate all recreational boating fatalities within the jurisdiction of the State. The Coast Guard may investigate accidents involving fatalities on vessels used on waters of concurrent jurisdiction, including the high seas, if the case warrants further investigation.
- (5) The State shall review for accuracy and completeness all accident reports and shall determine the cause and circumstances surrounding each reportable accident, including whether or not alcohol or drugs were a factor.
- (6) The State shall abstract accident data from each boating accident report form and enter such data into the boating accident report database (BARD), which was developed in cooperation with the National Association of State Boating Law Administrators (NASBLA). The State agrees to ensure the quality of data entry is accurate and complete providing for a successful data transfer into the national BARD located at Coast Guard Headquarters.
- (7) An electronic copy of each State's accident and investigative report data, including any alcohol/drug test results, shall be forwarded to the Office of Command and Control Architecture (G-OCC-2) at Coast Guard Headquarters within 30 days receipt of the initial casualty or accident report. States that lack electronic data transfer

technology may forward copies of the accident and investigative reports to G-OCC-2. The Coast Guard will review the reports and investigations received for appropriate action. A copy of this report will be provided to the District Commander for use in Coast Guard boating safety efforts.

f. Search and Rescue.

- (1) On State waters that are not within the jurisdiction of the United States, the State has exclusive responsibility for providing search and rescue service. On waters subject to the concurrent jurisdiction of the United States and the State, the partners have joint responsibility. The Coast Guard will concentrate its activity primarily on coastal waters, harbor areas, and inland water areas in the vicinity of Coast Guard facilities. On other inland waters subject to concurrent jurisdiction, the Coast Guard will look primarily to search and rescue facilities provided by the State and its political subdivisions.
- (2) The State and the Coast Guard agree to coordinate their search and rescue operations so that the most effective assistance will be rendered to those in distress on waters of concurrent jurisdiction. Each party will encourage the establishment of mutual assistance and cooperative arrangements between Coast Guard and State facilities that are established in the same area. The local authority for providing federal search and rescue assistance on Federal waters within the State is Commander, Seventeenth Coast Guard District, P.O. Box 25517, Juneau AK 99802-5517. This authority is exercised through the Coast Guard Command Center, telephone number (907) 463-2000, or (800) 478-5555. The competent authority for exercising coordination of State search and rescue activities on state waters is the State of Alaska, Department of Public Safety, 5700 Tudor Road, Anchorage, Alaska 99507, telephone number (907) 428-7200.
- (3) The State and the Coast Guard agree to actively support and participate in local search and rescue workshops, water safety councils and other such organizations to foster closer cooperation and coordination among State and local agencies, Federal agencies and others who have an interest or responsibility in search and rescue matters.

g. Coast Guard Auxiliary.

- (1) Under Section 141 of Title 14 United States Code, the services of the Coast Guard Auxiliary may be used to assist the State in the promotion of boating safety and other activities for which Auxiliarists are especially qualified, when requested by proper State authority. The State fully supports the Coast Guard Auxiliary's programs, in particular, those to do with vessel safety checks, safety patrols and public education. The State welcomes the presence of the Auxiliary on all waters for these purposes.

- (2) On those occasions when assistance by the Coast Guard Auxiliary is expressly desired by the State for a specific purpose, a competent authority within a state agency will initiate such requests for assistance. Requests will usually be submitted at least 14 days in advance to allow sufficient time for processing and coordination. The Coast Guard reserves the right to require reimbursement for use of the Coast Guard Auxiliary to support a specific event or activity.

**h. Regattas and Marine Parades.**

- (1) The authorization and regulation of regattas or marine parades upon navigable waters of the United States that are subject to the concurrent jurisdiction of the United States and State shall be within the province of the State when, in the opinion of the District Commander, the State is able to regulate in such a manner as to ensure safety of life. However, the regulations issued by the Office of Boating Safety may not impede the operation of other vessels, commercial or recreational, operating on waters subject to the jurisdiction of the United States.
- (2) For the purposes of this agreement, the terms "regatta" or "marine parade" both mean an organized water event of limited duration that is conducted according to a prearranged schedule.
- (3) Regattas and marine parades shall be administered in accordance with 33 CFR Part 100. The Coast Guard and the Office of Boating Safety will provide each other copies of all permits issued for events to occur on waters of concurrent jurisdiction.
- (4) The District Commander reserves the right to assume primary responsibility for any regatta or marine parade on navigable waters of the Seventeenth Coast Guard District when he deems such action to be in the public interest. Events of this type may include, but are not limited to:
  - (a) Regattas of marine parades of such size as to require patrols that the District Commander knows to be in excess of the resources available to the State, or
  - (b) Those events on waterways where commercial or other traffic will be disrupted significantly.

**4. LIAISON:**

**For the State of Alaska:**

Jeffrey S. Johnson  
Boating Law Administrator  
State of Alaska, DNR  
Division of Parks & Outdoor Recreation  
3601 C Street, Suite 1280

Anchorage, Alaska 99503-5921  
(907) 269-8705

Jim Stratton  
Director  
State of Alaska, DNR  
Division of Parks & Outdoor Recreation  
3601 C Street, Suite 1200  
Anchorage, Alaska 99503-5921  
(907) 269-8700

John Shively  
Commissioner  
State of Alaska, Department of Natural Resources  
400 Willoughby Avenue  
Juneau, AK 99801-1724

Tony Knowles  
Governor  
State of Alaska  
P.O. Box 110001  
Juneau, AK 99811-0001

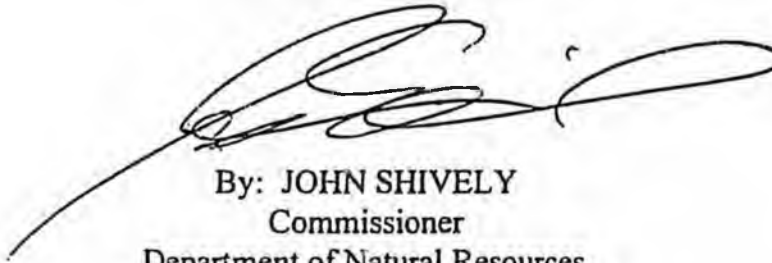
FOR THE UNITED STATES:

Susan D. Hargis  
Boating Safety Specialist  
Seventeenth Coast Guard District (moc)  
P.O. Box 25517  
Juneau, AK 99802-5517  
(907) 463-2297

RADM Terry M. Cross  
Commander  
Seventeenth Coast Guard District  
P.O. Box 25517  
Juneau, AK 99802-5517  
(907) 463-2050


5. DURATION OF AGREEMENT: This agreement is effective upon the signatures of all parties and may be terminated by any party upon notice to all parties. The terminating party will provide the other party with at least 30 days notice. A representative of each party will review the agreement at least every four years to ascertain whether any revisions are necessary. A copy of the review will be appended to each party's copy of the agreement, and a copy will be provided to Commandant (G-OPB-2).

STATE OF ALASKA



By: JOHN SHIVELY  
Commissioner  
Department of Natural Resources  
Date: 1/5/99

UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
U.S. COAST GUARD



By: TERRY M. CROSS  
Rear Admiral  
Commander, Seventeenth Coast Guard District  
Date: 1/6/99

## NUMBERING & TITLING

[Table 3.8]

State	Require Non-powered Vessels to Be Numbered	Require Non-powered Vessels to Be Titled	Require Non-powered Vessels to Be Registered
Alabama	Yes	No	Yes
Alaska	No	No	No
American Samoa	No	No	No
Arizona	Yes	No	Yes
Arkansas	No	No	No
California	Yes	Yes	Yes
Colorado	Yes	No	Yes
Connecticut	Yes	No	Yes
Delaware	No	No	No
District of Columbia	Yes	Yes	Yes
Florida	No	Yes	No
Georgia	Yes	No	Yes
Guam	Yes	Yes	Yes
Hawaii	No	No	No
Idaho	Yes	No	Yes
Illinois	Yes	Yes	Yes
Indiana	No	No	No
Iowa	Yes	Yes	Yes
Kansas	Yes	No	Yes
Kentucky	No	No	No
Louisiana	Yes	No	Yes
Maine	No	No	No
Maryland	No	No	No
Massachusetts	No	No	No
Michigan	Yes	No	Yes
Minnesota	Yes	Yes	Yes
Mississippi	Yes	No	Yes
Missouri	Yes	Yes	Yes
Montana	No	No	No
N. Mariana Islands	No	No	No
Nebraska	No	No	No
Nevada	No	No	No
New Hampshire	Yes	No	Yes
New Jersey	Yes	Yes	Yes
New Mexico	No	No	No
New York	No	No	No
North Carolina	No	No	Yes
North Dakota	No	No	No
Ohio	Yes	Yes	Yes
Oklahoma	Yes	Yes	Yes
Oregon	Yes	Yes	Yes
Pennsylvania	No	No	No
Puerto Rico	Yes	No	No
Rhode Island	Yes	Yes	Yes
South Carolina	No	No	No
South Dakota	Yes	Yes	Yes
Tennessee	No	No	No
Texas	Yes	Yes	Yes
Utah	Yes	Yes	Yes
Vermont	No	No	No
Virgin Islands	Yes	No	Yes
Virginia	No	Yes	No
Washington	No	No	No
West Virginia	No	No	No
Wisconsin	Yes	No	Yes
Wyoming	No	No	No

Revision date: 13 Aug, 1998

NAVIGABLE WATERS OF THE U.S. WITHIN THE SEVENTEENTH

COAST GUARD DISTRICT (STATE OF ALASKA)

SECTION I. NAVIGABLE WATERS OF THE U.S. BY DEFINITION UNDER 33 CFR 2.05-25(A) (1) OR (2): These waters include the territorial seas of the U.S. and all internal waters of the U.S. that are subject to tidal influence. Internal waters that are subject to tidal influence are too numerous to list by name.

SECTION II. INTERNAL WATERS DETERMINED TO BE NAVIGABLE WATERS OF THE U.S.:

NAME OF WATERWAY:	DECISION SOURCE:	DECISION YEAR:	DECISION BASIS:	LIMIT OF NAVIGABILITY:	CLARIFYING REMARKS:
Alexander Creek	Administrative Determination	1998	33 CFR 2.05-25 (a) (3) (i)	Entire Waterway	Anchorage Area
Big Lake	Administrative Determination	1975	33 CFR 2.05-25 (a) (3) (i)	Entire Waterway	Anchorage Area
Buskin River	Administrative Determination	1994	33 CFR 2.05-25 (a) (2)	Mouth upstream to 0.25 miles	Kodiak Island
Chena River	Administrative Determination	1971/ 1991	33 CFR 2.05-25 (a) (3) (i)	Mouth to Fairbanks	Fairbanks Area
Chulitna River	Administrative Determination	1998	33 CFR 2.05-25 (a) (3) (i)		Near Talkeetna
Colville River	Administrative Determination	1975	33 CFR 2.05-25 (a) (3) (i)	Mouth to Killik River	Harrison Bay Area
Copper River	Administrative Decision	1995	33 CFR 2.05-25 (a) (3) (i)	Entire Waterway Gulf of Alaska	Northeast of Anchorage

SECTION II. INTERNAL WATERS DETERMINED TO BE NAVIGABLE WATERS OF THE U.S.:

NAME OF WATERWAY:	DECISION SOURCE:	DECISION YEAR:	DECISION BASIS:	LIMIT OF NAVIGABILITY:	CLARIFYING REMARKS:
Deshka River (Kroto Creek)	Administrative Decision	1998	33 CFR 2.05-25 (a) (3) (i)		Anchorage Area
English Bay River	Administrative Decision	1994	33 CFR 2.05-25 (a) (3) (i)	Tidal Portion	Southwest of Homer
Gulkana River	Judicial Determination	1989		Mouth to Mile 33.5 (Sourdough)	9TH Cir. Court of Appeals
Iliamna Lake	Administrative Determination	1991	33 CFR 2.05-25 (a) (3) (i)	Entire Waterway	
Kahilitna River	Administrative Determination	1998	33 CFR 2.05-25 (a) (3) (i)	Entire Waterway	
Kashwitna River	Administrative Determination	1998	33 CFR 2.05-25 (a) (3) (i)	Nav 2 Miles Below It's Confluence	Anchorage Area
Kenai Lake	Administrative Determination	1991	33 CFR 2.05-25 (a) (3) (i)	Entire Waterway	Kenai Area
Kenai River	Administrative Determination	1971/ 1991	33 CFR 2.05-25 (a) (3) (i)	Mouth to and including Kenai Lake	Kenai Area
Klehini River	Administrative Determination	1994	33 CFR 2.05-25 (a) (3) (i)	Mouth to entry of Porcupine Creek	Northwest of Haines
Kobuk River	Administrative Determination	1971/ 1991	33 CFR 2.05-25 (a) (3) (i)	Mouth to Kobuk	Hotham Inlet Area
Kuskokwim River	Administrative Determination	1971/ 1991	33 CFR 2.05-25 (a) (3) (i)	Mouth to McGrath	Kuskokwim Bay Area

SECTION II. INTERNAL WATERS DETERMINED TO BE NAVIGABLE WATERS OF THE U.S.:

NAME OF WATERWAY:	DECISION SOURCE:	DECISION YEAR:	DECISION BASIS:	LIMIT OF NAVIGABILITY:	CLARIFYING REMARKS:
Little Susitna River	Administrative Determination	1998	33 CFR 2.05-25 (a) (3) (i)	Entire Waterway	Talkeetna Mount.
Little Willow Creek	Administrative Determination	1998	33 CFR 2.05-25 (a) (3) (i)	Entire Waterway	North of Anchorage
Kvichak River	Administrative Determination	1971/ 1991	33 CFR 2.05-25 (a) (3) (i)	Entire Waterway	Kvichak Bay Area
Matanuska River	Administrative Determination	1994	33 CFR 2.05-25 (a) (3) (i)	Caribou Creek to Knik Arm	North of Anchorage
Mendenhall River	Administrative Determination	1983	33 CFR 2.05-25 (a) (2)	Mouth to Montana Creek	Juneau Area
Naknek River	Administrative Determination	1971/ 1991	33 CFR 2.05-25 (a) (2)	Mouth to Mile 25	Kvichak Bay Area
Nancy Lake (Lake Creek)	Administrative Determination	1998 1998	33 CFR 2.05-25 (a) (2) (i)	Entire Lake	Next to Big Lake
Nenana River	Administrative Determination	1994	33 CFR 2.05-25 (a) (3) (i)	Mile 121 to Tanana River	North of Anchorage
Noatak River	Administrative Determination	1971/ 1991	33 CFR 2.05-25 (a) (3) (i)	Mouth to Noatak	Kotzebue Sound Area
Nushagak River	Administrative Determination	1971/ 1991	33 CFR 2.05-25 (a) (3) (i)	Mouth to Koliganek	Dillingham Area
Porcupine River	Administrative Determination	1971/ 1991	33 CFR 2.05-25 (a) (3) (i)	Entire Waterway	Yukon Tributary

SECTION II. INTERNAL WATERS DETERMINED TO BE NAVIGABLE WATERS OF THE U.S.:

NAME OF WATERWAY:	DECISION SOURCE:	DECISION YEAR:	DECISION BASIS:	LIMIT OF NAVIGABILITY:	CLARIFYING REMARKS:
Portage Lake	Administrative Determination	1995	33 CFR 2.05-25 (a) (3) (i)	Entire Waterway	Turnagain Arm
Skilak Lake	Administrative Determination	1991	33 CFR 2.05-25 (a) (3) (i)	Entire Waterway	Kenai Area
Susitna River	Administrative Determination	1970	33 CFR 2.05-25 (a) (2)	Mouth to Gold Creek	
Talketna River	Administrative	1998	33 CFR 2.05-25		
Tanana River	Administrative Determination	1971/ 1991	33 CFR 2.05-25 (a) (3) (i)	Mouth to Chena River	Yukon Tributary
Tokositna River	Administrative Determination	1998	33 CFR 2.05-25 (a) (3) (i)	Entire Waterway	Parallels Parks
Willow Creek	Administrative Determination	1998	33 CFR 2.05-25 (a) (3) (i)	Entire Waterway	Bald Mountain Ridge
Wood River	Administrative Determination	1971/ 1991	33 CFR 2.05-25 (a) (2) & (3) (i)	Entire Waterway	Dillingham Area
Yentna River	Administrative Determination	1998	33 CFR 2.05-25 (a) (2) (i)	Entire Waterway	
Yukon River	Administrative Determination	1971/ 1991	33 CFR 2.05-25 (a) (3) (i)	Entire Waterway	

SECTION III. INTERNAL WATERS FOR WHICH RECORDS OF NEGATIVE DETERMINATIONS EXIST:

NAME OF WATERWAY:	DECISION SOURCE:	DECISION YEAR:	LIMIT OF NON-NAVIGABILITY:	CLARIFYING REMARKS:
Big Boulder Creek	Administrative Determination	1980	Non-Tidal Portion	Skagway Area
Billion Slough	Administrative Determination	1993	Non-Tidal Portion	Talkeetna Area
Buskin River	Administrative Determination	1994	Non-Tidal Portion	Kodiak Island
Canyon Creek	Administrative Determination	1993	Non-Tidal Portion	Chugach National Forest Area
Chilkoot Lake	Administrative Determination	1987	Non-Tidal Portion	Skagway Area
English Bay River	Administrative Determination	1994	Non-Tidal Portion	Homer Area
Glacier Creek	Administrative Determination	1980	Non-Tidal Portion	Skagway Area
Herman Creek	Administrative Determination	1980	Non-Tidal Portion	Skagway Area
Hood Lake	Administrative Determination	1963	Non-Tidal Portion	
Jarvis Creek	Administrative Determination	1980	Non-Tidal Portion	Skagway Area
Jean Creek	Administrative Determination	1993	Entire Waterway	Kenia Area

SECTION III. INTERNAL WATERS FOR WHICH RECORDS OF NEGATIVE DETERMINATIONS EXIST:

NAME OF WATERWAY:	DECISION SOURCE:	DECISION YEAR:	LIMIT OF NON-NAVIGABILITY:	CLARIFYING REMARKS:
Knik River	Administrative Determination	1986	From Old Glen Hwy Bridge to Knik Glacier	Anchorage Area
Little Boulder Creek	Administrative Determination	1980	Non-Tidal Portion	Skagway Area
Little Salmon River	Administrative Determination	1980	Non-Tidal Portion	Skagway Area
Louise Lake	Administrative Determination	1970	Non-Tidal Portion	Gulkana Area
Porcupine Creek	Administrative Determination	1980	Non-Tidal Portion	Skagway Area
Scottie Creek	Administrative Determination	1995	Non-Tidal Portion	Eastern Alaska
Spenard Lake	Administrative Determination	1963	Non-Tidal Portion	Anchorage Area
Susitna Lake	Administrative Determination	1970	Non-Tidal Portion	
Susitna River	Administrative Determination	1970	Above Gold Creek	
Tyone Lake	Administrative Determination	1970	Non-Tidal Portion	Gulkana Area
Tyone River	Administrative Determination	1970	Non-Tidal Portion	

**Alaska Recreational Boating Accident Statistics  
1998 Update (As of 12/9/98)**

**Point of Contact: Sue Hargis, Boating Safety Specialist  
(907) 463-2297 or shargis@cgalaska.uscg.mil**

<u>Year</u>	<u># of Total Alaska Accidents</u>	<u># of Alaska Fatalities</u>	<u># of Total U.S. Fatalities</u>	<u># of Boats Numbered In Alaska</u>	<u>AK Fatality Rate*</u>	<u>U.S. Fatality Rate*</u>
1987	47	46	1036	27,717	165.0	10.4
1988	42	34	946	28,278	120.2	9.1
1989	35	37	896	29,014	127.5	8.3
1990	34	27	865	30,911	87.3	7.8
1991	44	29	924	31,822	91.1	8.3
1992	30	32	816	32,331	99.0	7.3
1993	18	24	800	31,340	76.6	7.09
1994	31	24	784	31,909	75.2	6.86
1995	24	19	829	32,467	58.5	7.06
1996	91	14	709	33,767	41.5	5.97
1997	90	23	819	25,819	89.1	6.65
1998	105	38 (As of 12/9/98)				

Multi-Year Fatality Rates:	Alaska	U.S.
10 Years (1988-1997):	84.8	7.83 (1987-1996)
5 Years (1993-1997):	64.5	6.8 (1992-1996)
1 Year (1997):	70.9	5.9 (1996)

Fishing Vessel vs Non-Commercial (recreational) fatalities:  
1989 – Present (10 years): 266 recreational vs. 225 fishing vessel fatalities

\*Rate is calculated per 100,000 numbered boats. Alaska continues to have approximately 10 times the latest national fatality rate for one and five-year periods.

\*Accident statistics are affected by boat registration compliance (number of registered boats). This is a nationwide issue, although Alaska has a lower registration compliance rate than many states. Statistics are also affected by reporting rates, which are low in Alaska. Summary Alaska Effect: (1) Fewer registered boats = Higher Rate, (2) Fewer reported accidents = Lower rate.

## 1997 Alaska Non-Commercial/Recreational Boating Accident Information

Point of Contact: Sue Hargis, Boating Safety Specialist, USCG  
(907) 463-2297 or shargis@cgalaska.uscg.mil

\*\*In 1997, Alaska had 90 reported boating accidents, with 23 fatalities. Of the 23 fatalities, 4 were 16 or under, and another was 18. This means that 22% of accidents were 18 or younger.

\*\*In overall non-commercial ("recreational") boating accidents, Alaska has approximately 10 times the national average. The 5-year national average per 100,000 registered boats is 6.8, and for Alaska it is 64.5 (1993-1997). The 1-year rate for Alaska in 1997 is 70.9 fatalities per 100,000 registered boats, based on Alaska's 32,418 registered vessels.

\*\*Of the 23 fatalities, 10 (43%) occurred in salt water, and 13 (57%) occurred in fresh water.

\*\*PWC accidents (remember "Jet Ski" is a name brand): 6 of the 90 reported accidents were on personal watercraft, involving 8 total personal watercraft. 5 of the 6 accidents involved 2 vessels, which means that 83% of 1997 pwc accidents were 2 vessel accidents. In contrast, of the other 84 accidents, only 7 other accidents involved 2 vessels, for a rate of 8% versus 83%.

\*\*Alcohol was a factor in at least 7 of the 23 fatalities, although it may have a factor in up to 16 of the fatalities. Most reports did not address whether or not alcohol was a factor, and it is impossible to tell from many victims who disappeared or were found days after the accident.

\*\*PFD Use: PFD use was confirmed for only 4 of the 23 fatalities. Indications are that the other 19 (83%) of victims were not wearing a personal flotation device.

\*\*In the fifteen years 1980-1994, 100 children and adolescents (0-14) died in Alaska due to drowning. This includes both boating and non-boating fatalities. (Alaska Trauma Registry)

\*\*The drowning rate for children and teenagers in Alaska is almost 2 1/2 times the national average. (Serious and Fatal Child and Adolescent Injuries in Alaska 1991-1994)

\*\*\*\*\*

Multi-Year Fatality Rates:	Alaska	U.S.
10 Years (1988-1997):	84.8	7.83 (1987-1996)
5 Years (1993-1997):	64.5	6.8 (1992-1996)
1 Year (1997):	70.9	5.9 (1996)

\*Rate is calculated per 100,000 numbered boats. Alaska continues to have approximately 10 times the latest national fatality rate for one and five-year periods, although our rate is slowly dropping.

\*Statistics are affected by boat registration compliance (number of registered boats). This is a nationwide issue, although Alaska has a lower registration compliance rate than many states. Statistics are also affected by reporting rates, which are low in Alaska. Summary Alaska Effect: (1) Fewer registered boats = Higher Rate, (2) Fewer reported accidents = Lower rate.



**RESOLUTION**  
**March 17, 1999**

WHEREAS, Alaska has some 33,000 miles of coastline, over 3,000 streams and rivers, and as estimated two million lakes, and

WHEREAS, Alaska citizens own an estimated 60,000 non-commercial and commercial boats, and

WHEREAS, Alaska has the highest rate of boating fatalities in the Nation (38 per 100,000 population in 1997), and

WHEREAS, Alaska is the only state in the Nation with no boating safety statute, no uniform safety rules for the several classes of boats, and no system of registration for boats, and

WHEREAS, House bill 108 and Senate Bill 86, companion bills, have been introduced in the 21<sup>st</sup> legislature,

NOW BE IT RESOLVED, Whittier Boat Owners Association supports and urges passage of HB 108 and/or SB 86, and that a copy of this RESOLUTION be furnished to the appropriate committee chairman.

WBOA RESOLUTION #4, March 17, 1999

Vote: Ayes, 29  
Nays, .0

Attest:

Bernard L. Marsh, President  
Whittier Boat Owners Association



---

**Sitka State Parks Citizens Advisory Board, Box 142, Sitka, AK. 99835**

---

March 26, 1999

Representative Bill Hudson  
Alaska State Legislature  
State Capitol  
Juneau, AK 99801-1182

RE: Boating Safety Act

Dear Representative Hudson:

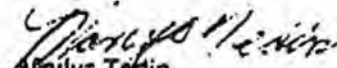
The Sitka State Parks Citizens Advisory Board strongly supports passage of the Alaska Boating Safety Act. The Alaska Boating Safety Act will be a great benefit to the State and residents of Alaska.

Passage of this act is imperative. In a typical year, Alaska has 10 times the national average of drownings from recreational boating. In 1988, 38 people died in recreational boating accidents; 9 were children.

The Boating Safety Act will keep registration money in Alaska for investment in boating safety and educational programs. Currently, boats are registered by the US Coast Guard and all fees go to Washington D.C. The Boating Safety Act will allow Alaska to be eligible for \$460,000 in federal boating safety funds from motor fuel tax paid by boaters. At this time, Alaska is the only state that does not qualify for these funds.

We strongly urge you to pass the Boating Safety Act and hope for your support on this important legislation.

Sincerely,

  
Marlys Tadin  
Chairwoman

CC: Jim Stratton, Director Alaska State Parks

.....

# Seward Boat Owners Association, Inc.

March 24, 1999

[Click here and type recipient's address]

Dear Sir or Madam:

The Seward Boat Owner's Association represents the interests of all boat owners (power, sail, commercial, and recreational) in Seward. The Association has over 100 members.

We have been following the progress of the State of Alaska's "Safe Boating Act" (SB 86 & HB 108) and the actions of the United States Coast Guard (USCG) with respect to increasing registration fees. Representatives from our Board of Directors attended the organizational meeting of DNR's Alaska Boating Safety Advisory Council. At our request, Jeff Johnson, the State Boating Law Administrator made a presentation at our last general membership meeting concerning Alaska's boating safety program and the proposed changes in the boating safety law and vessel registration.

The Association supports the proposed changes in the boating safety law and supports registration of vessels by the State of Alaska. The proposed fee schedule appears reasonable and is consistent with the USCG audit of actual costs. The Association urges the legislature to hold the hearing as soon as possible so that this program can be in place for the upcoming boating season. The Association would also appreciate the opportunity to participate in the hearings.

The Association urges the Division of Motor Vehicles to retain the same numbering system as is currently used by the USCG. Registered vessels currently have the numbers painted or otherwise permanently applied to their vessels bow both port and starboard. Any change in numbers upon transfer from the federal to state system would be costly to boaters and an unnecessary burden to harbor officials, lenders and others who currently track vessels using the registration number.

.....

*Seward Boat Owners Association, Inc.*

*March 24, 1999*  
*Page 2*

The Association is also concerned that funding for boating safety continue to come from the federal portion of the marine motor fuel tax and other resources. The State portion of the marine motor fuel tax should continue to support infrastructure maintenance and expansion for those harbors that generate the fuel tax.

Sincerely,

James Collman  
President

← Fw: alaska safe boating legislation

**Subject:** Fw: alaska safe boating legislation

**Date:** Thu, 25 Mar 1999 08:53:04 -0900

**From:** Jim Stratton <stratto@dnr.state.ak.us>

**To:** Melinda Hofstad <Melinda\_Hofstad@legis.state.ak.us>

Melinda - this is a good letter from the Seward Harbormaster and former Assistant Chief of the Coast Guard's Search and Rescue operation in Seattle.

---

**From:** Harbor Department <swdhbr@arctic.net>

**Subject:** Fw: alaska safe boating legislation

**Date:** Thu, 25 Mar 1999 07:06:40 -0900

**To:** john torgerson <john\_torgerson@legis.state.ak.us>

-----Original Message-----

**From:** James Beckham <swdhbr@arctic.net >

**To:** gary davis <gary\_davis@legis.state.ak.us >

**Date:** Thursday, March 25, 1999 7:02 AM

**Subject:** alaska safe boating legislation

i am not able to make it to juneau to testify but please accept this email in support of alaska's safe boating legislation.

i was asst chief of the coast guard's search and rescue branch in seattle wa for four years. i supervised the command center and was responsible for the implementation of the coast guard's search and rescue program for the thirteenth coast guard district, which includes or, wa, id, mt. i was there during the lean yrs of washington's boating safety program. i was also a ship captain and spent most of my sea time here in alaska.

it is always a contentious issue, adding legislation and government oversight. washington almost scrapped their program when i was there, but with the dedication of a few key people, it survived and is a large, growing and very successful program. the recreational boating deaths in that state have continued to decline since the program was adopted. in this area, i think we the people of alaska have proven we are not willing to take it upon ourselves to be better educated, better trained and better equipped when it comes to recreational boating. it took federal legislation to get the required effort in the commercial fleet, and the deaths have declined every year since the implementation of the commercial fishing vessel safety act. similarly, every state that has adopted a proactive recreational boating safety program has seen their death rate decrease dramatically, except alaska.

as a harbormaster in probably one of the busiest harbors in the state, i see people every day departing the harbor that are not prepared in some form or another. i see children under the age of thirteen without pfd's. i have towed people in at 2:00am from south of fox island who didn't have a vhf radio and didn't have a chart; his cellular telephone was all he had. this would have been a tragic case had the wx been a little worse and had he been a little further out, his cellular would not have worked. i see overloaded boats, unskilled operators, overpowered boats. i may make a video to assist dnr in identifying 'things not to do'.

the main focus should be on education and training and dnr's desire is to provide that focus. a program designed to change bad habits cannot be successful if we rely on willful compliance. if that were the case, we wouldn't need the legislation. an

appropriate enforcement mechanism with penalties to ensure compliance is necessary in all compliance type programs. i personally feel the bill as drafted doesn't go far enough. pfd's will save your life. period. if you're in a boat, you should wear one. i do, and i personally owe my life to mine. i think anyone not outfitting a child with a properly fitted pfd should be treated like a criminal. i don't like to think of the many rescue cases where we lost children and the parents survived their own stupidity. i don't care if you're in the big water or in the salcha river or lake louise; large boat or 14ft canoe. a properly worn and fitted pfd will keep you afloat and may save your life. sometimes keeping afloat is all you need in order to make some decisions about your survival. we had two people die in an overturned canoe in a river last year. no pfd's. how tragic and unnecessary.

we have the largest concentration of recreational in the state here on the kenai peninsula. we have the most incidents as well. the state has the highest death per 100,000 incidents in the country by a factor of ten. many of those deaths occur here on the kenai and are preventable.

please support bill hudson's effort in boating safety. it is not just another layer of government and control. it is about saving lives and teaming up with other state and federal agencies to save lives through education and training. it is important and it is necessary to reduce the number of preventable boating deaths throughout the state.

thank you for listening.

james b. beckham

po box 1298

seward, ak 99664

--- End of Original Message

---

-----  
Name: Jeff Johnson  
E-mail: jeffj@dnr.state.ak.us  
Date: 03/25/99  
Time: 07:52:08  
-----

--- End of Original Message

---

-----  
Name: Jim Stratton  
E-mail: stratto@dnr.state.ak.us  
Date: 03/25/99  
Time: 08:53:03  
-----



## **Aquatic Resources (Wallop-Breaux) Trust Fund Information Recreational Boating Safety Program**

**ALASKA COAST GUARD OFFICE**  
Seventeenth Coast Guard District  
P.O. Box 25517  
Juneau, AK 99802-5517

**PRINCIPAL CONTACT**  
Sue Hargis  
Boating Safety Coordinator  
(907) 463-2297

### **PROGRAM SUMMARY**

- Receipts in the Aquatic Resources (Wallop-Breaux) Trust Fund are derived from Federal excise taxes attributable to motorboat and small-engine fuel use and on sport fishing equipment, along with import duties on fishing equipment, yachts and pleasure craft. Total Wallop-Breaux Trust Fund receipts average about \$450 million per year. Of that amount, nearly \$180 million is derived from motorboat fuel taxes. Up to \$70 million per year of the motorboat fuel tax receipts is authorized for the Boat Safety Account of Wallop-Breaux. The balance of motorboat fuel taxes and all other Wallop-Breaux receipts are transferred into the Sport Fish Restoration Account. Funds in the Boat Safety Account are subject to annual discretionary appropriation by Congress, while the Sport Fish Restoration Account is a mandatory appropriation.
- In 1998, several amendments were enacted to the statutes governing the Wallop-Breaux programs. The most significant of these for the Boating Safety Program ensures a minimum level of funding each year for grants to the States. If the full discretionary amount is appropriated, total funds available for State grants would be \$71.6 million. If there is no discretionary appropriation from the Boat Safety Account, States are guaranteed a minimum of \$59 million in funding through a transfer from the Sport Fish Restoration Account. The Coast Guard is authorized to retain not more than 2% of the amount available for State grants to cover costs of administering the funds, and 5% for grants to national non-profit public service organizations for boating safety programs.
- The allocation formula for distribution of boating safety funds to the States is based on:
  - 1/3 – Distributed equally among States;
  - 1/3 – Distributed according to the ratio of the number of vessels registered in the State; and
  - 1/3 – Distributed according to the ratio of State funds expended for boating safety.
- The Coast Guard estimates that Alaska will be eligible for \$420,000-460,000 in Wallop-Breaux boating safety funds, depending on the number of boats registered and amount of State funds Alaska is able to claim as boating safety-related expenditures.
- States must provide matching funds; and Federal reimbursement of a State's RBS expenditures cannot exceed one-half of its total program costs during a fiscal year. In order to receive all allocated Federal funds, the State of Alaska must document an equal amount of State expenditures. Approved expenditures may include costs of the State to register boats, boating safety education and enforcement costs, boating access and facility costs, and other relevant State expenditures.



# BOATING SAFETY IN ALASKA



## ADMINISTERING OFFICES

Department of Natural Resources  
Division of Parks and Outdoor Recreation  
3601 C Street, #1280  
Anchorage, AK 99503-5921

Seventeenth Coast Guard District  
P.O. Box 25517  
Juneau, AK 99802-5517

## PRINCIPAL CONTACTS

Jeff Johnson  
Boating Law Administrator  
Phone: (907) 269-8705  
Fax: (907) 269-8907

Sue Hargis  
Boating Safety Coordinator  
(907) 463-2297

## STATE BOATING FACTS

1998	Registered Boats	32,989
1998	Boating Accidents	107
1998	Alaska Boating Fatalities	38
1997	U.S. Boating Fatalities (1998 TBD)	819
FY 99	Alaska Federal Grant	Up to \$329,000
Total Available with Alaska Program		\$460,000

- \*Estimated 50,000 unregistered boats
- \*Alaska has history of low reporting rate
- \*Alaska Fatality Rate: 71/100,000 boats
- \*U.S. Fatality Rate: 6/100,000 boats
- \*Only partial funding at this time
- \*Plus State vessel registration revenues

## PROJECTS AND PROGRAMS

- Partial federal funding of \$329,000 was authorized for Alaska in federal FY 99 for the first time. Alaska has submitted an application for federal funding and has received conditional federal approval of the State's program. Full approval is based on implementation of a state program.
- Current boating safety programs in Alaska are a combination of Coast Guard, State of Alaska, and private and public community efforts, which are not centrally coordinated.
- Local and Coast Guard education and enforcement efforts are limited due to lack of funding and unable to substitute for an approved State Boating Safety Program.
- The Coast Guard is the administering agency for Wallop-Breaux boater fuel tax funds and, as such, is statutorily prohibited from receiving funds for use in Alaska. Additionally, the Coast Guard does not have units or personnel in many areas of Alaska. All boating safety program efforts utilize funding from other Alaska Coast Guard programs.
- Alaska boating fatalities per 100,000 boats are 10-20 times higher than the national average.

## PROGRAM EXPANSION

- Alaska is the only state in the nation without a federally approved boating safety program. Legislation is needed for the State of Alaska to fully implement a state boating safety program and receive all authorized federal grant funds. Required program elements include vessel registration, accident reporting, and implementation of basic safety equipment carriage regulations (equivalent to U.S. Coast Guard requirements). In addition to federal funds, Alaska would then receive vessel registration revenues, for total gross projected program revenues of \$750,000 - \$1 million dollars.

Revenue and Finance

ALASKA MUNICIPAL  
LEAGUE RESOLUTION

1997 Policy Statement

harbor facilities to a reasonable standard prior to transfer to municipalities. Thereafter, the funds will be distributed in the form of grants to maintain harbors statewide with special emphasis on harbor facilities that do not receive substantial marine fuel tax revenues.

b. Motor Vehicle Fuel Tax The League supports the increase of the motor vehicle fuel tax to a rate not higher than the national average of \$.22 per gallon to fund state and municipal highway and road operation, maintenance, and improvements. Such legislation should authorize payment of that increase to the municipality where the fuel was sold or by an equitable formula based on actual maintenance costs and maintenance needs of state and local roads.

6. State Fisheries Business and Fisheries Landing Taxes: The League supports the continued funding of the statutory 50-50 sharing of the State Fisheries Business and Fisheries Landing Tax revenues between the state and municipalities. The League urges the state to strengthen its enforcement and collection efforts in this program. (am 11/95) The state is urged to take over the management of the licensing of documented and personal vessels.

7. Matching Grants: If a state program requires municipal match to receive funds, the matching requirement should be imposed on all grantees, and not just municipalities (in that program).

C. STABILIZATION OF MUNICIPAL REVENUE SHARING

1. Consolidation of the Municipal Assistance and State Revenue Sharing Programs: The League supports a consolidation of the two current Municipal Assistance and State Revenue Sharing programs into one that provides long-term stability for revenue sharing and considers population, local resources (assessed value), and local effort in providing municipal basic services (such as police, road maintenance, and education). The municipal revenue sharing distribution philosophy is to provide a portion of the wealth from Alaska's commonly owned resources (oil revenue) to ensure a basic level of public services to all Alaskans. The new program should include a minimum level of funding for a municipality adequate to support a basic level of public services. The revenue sharing payment should be made on July 1.

Most important, the League supports a stable revenue relationship for municipalities with the state to promote local fiscal planning and to promote local economic and community development.

Post-It® Fax Note	7671	Date	12-16	# of pages	1
To	SHE HARRIS	From	AL Municipal League		
Co./Dept	Court Clerk	Co.	See last sentence		
Phone #		Phone #	7 paragraph 6		
Fax #	463-2299	Fax #	01		

# Safe boating?

## *Juneau one step closer to goal*

When state lawmakers debate whether to adopt a safe-boating law this session, let them look back to 1998, when 38 boaters drowned in Alaska waters. That rate translates to over 100 deaths per 100,000 registered boats. Elsewhere in the nation, noncommercial boaters are drowning at rates of seven per 100,000.

The high number of drowning deaths in Alaska is unacceptable and a state disgrace.

Now, legislators have a real chance to reduce the deaths — at little or no cost to the state. That chance comes via two bills that were introduced this week in the Alaska Legislature. With their proposals on the table, Rep. Bill Hudson and Gov. Tony Knowles are among those leading the charge for safer waterways.

Good for them.

A state safe-boating law is required by the Federal Boat Safety Act of 1971, which transferred responsibility for boater education, prevention and enforcement to the states. The immediate incentive for states to adopt a law was boater-fuel tax money that they split after it was collected by the feds.

Since then, adoption of safe-boating laws across the nation have had their intended consequence: a reduction in boating deaths and injuries. Before the 1971 act was passed, national drowning rates were running at 32 deaths per 100,000 registered boats.

The dramatic decrease in drownings elsewhere in the nation, says U.S. Coast Guard boating safety specialist Sue Hargis, "shows how much this money is needed in Alaska to help address the problems."

Rep. Hudson says two conditions spurred him to sponsor legislation. First, his desire for an administration that would strongly back the law was met in Gov. Knowles. He feels his second condition, that there would be enough federal money not only to run the program but expand boating safety to "smaller and more Interior reaches of Alaska," also has been addressed by the state and Coast Guard. Alaska now stands to gain up to \$600,000.

Some critics of a safe-boating law mistakenly think it will immediately mean more government regulation. The Juneau Republican is very much aware of the anti-government sentiment that runs deep in Alaska. His measure wouldn't have the state add laws that don't exist on the federal level.

To its credit, the U.S. Coast Guard has already agreed with the state that it will continue its limited, but effective, boating safety operations if a state law is passed. At the same time, it will defer program management to the state, as it should.

With this deal, Alaskans will come out winners.

But first things first: The Alaska Legislature needs to pass a long-overdue safe-boating law. To do less is to go home and sit back as more people drown.

# Safe boating

## Legislators: Golden chance to act

Even as lawmakers scramble to get a grip on a projected \$1 billion deficit, they must evaluate unrelated legislation and new ideas that will make Alaska a better place. A comprehensive safe-boating law is one measure that should pass this session.

Actually, it's past time for such a law.

Alaska's ranking as the state with the nation's highest drowning rate is reason enough for 60 legislators to sit up and take notice. It is no coincidence that Alaska is the only state that lacks a comprehensive safe-boating law.

In 1998, 38 Alaskans drowned while engaged in noncommercial boating. The previous year, 23 people died.

A 1971 federal law designed to encourage states to create boater-safety programs comes with a sweetener: Federal boater-fuel tax dollars are distributed to states that have adopted comprehensive safe-boating laws.

This means that if Alaska passes a law, the bulk of safe-boating money that the state spends on education, prevention and enforcement efforts can come from federal coffers. This kind of state-friendly arrangement helps offset declining oil dollars that will raise the bar for new state-funded programs.

To coax Alaska along, the U.S. Coast Guard has agreed to free up just more than \$300,000 for safe-boating initiatives. The administration of Gov. Tony Knowles was able to squeeze this money out of the feds because it was able to persuade them that Alaska is coming along on this issue. While the governor is said to be weighing introduction of a safe-boating law to get the subject on the table, the Legislature holds the key. If lawmakers don't act in a timely manner, the federal dollars can be yanked and Alaska will be back where it started.

Lawmakers who want to learn more about safe boating can turn to two handy aids.

First, the newly created state Office of Boating Safety has produced Alaska's first state boating handbook. The booklet covers boat registration, equipment requirements and waterway rules. It reads and looks much like the state's manual for automobile drivers.

Second, the National Association of State Boating Law Administrators has issued a magazine-style publication called "Boating Safety Dollars at Work." The handout explains how state and U.S. Coast Guard partnerships have improved recreational boating safety across the nation. In recent years, it notes, boating fatalities were reduced nearly 12 percent.

Alaska's unacceptably high rates of recreational drowning will begin to go down after legislators do their part and pass a comprehensive safe-boating law. Make no mistake: There is a link between safe-boating laws and reduced drowning deaths.

Alaska should be part of this national trend to make waterways safer.

ANCHORAGE DAILY NEWS 1/26/99

## **Recreational Boating Safety State Grant Program (Wallop-Breaux Funds)**

### **State Eligibility Criteria for Federal Funds**

- 1. A designated State authority or agency to administer the program;**
- 2. A cooperative boating assistance program (MOA) with the Coast Guard;**
- 3. Patrol and other activity to ensure enforcement of State boating safety laws and regulations;**
- 4. Include in general the substantive content of Model State Boat Act (minimum vessel safety equipment carriage requirements—same as U.S. Coast Guard requirements);**
- 5. Boating safety education programs;**
- 6. A marine casualty reporting system; and**
- 7. A State vessel numbering system.**

### **Allocation of Federal Funds (FY 1998: \$55 Million)**

**Not more than 2% of available funds is withheld for costs to administer the State grant program, and 5% is withheld for grants to national nonprofit public service organizations for boating safety programs.**

**1/3: Allocated equally among participating States;**

**1/3: Allocated according to the ratio of the number of vessels numbered in the State;**

**1/3: Allocated according to the ratio of State funds expended for boating safety.**

### **Authorized Uses of Federal Funds**

- 1. Provide facilities, equipment, and supplies for boating safety education and law enforcement.**
- 2. Train personnel in skills related to boating safety and enforcement of boating safety laws and regulations.**
- 3. Provide public boating safety education.**
- 4. Acquire, construct, or repair public access sites used primarily by recreational boaters.**
- 5. Conduct boating safety inspections and marine casualty investigations.**
- 6. Establish and maintain emergency or search and rescue facilities and provide assistance.**
- 7. Establish and maintain waterway markers and other appropriate aids to navigation.**
- 8. Provide State recreational vessel numbering and titling programs.**