

ALASKA LEGISLATURE COMMITTEE FILES 1999-2000 8672

9847 HOUSE JUDICIARY

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)

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

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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						
TOTAL OPERATING	* 0.0	* 0.0	* 0.0	* 0.0	* 0.0	* 0.0

CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
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CHANGE IN REVENUES (Fund code)	0.0	0.0	0.0	0.0	0.0	0.0
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FUND SOURCE (Thousands of Dollars)

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

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 *[Signature]* Phone: 269-8701
 Division: Parks Date: 24-Mar-99
 Approved by Commissioner: *[Signature]* Date: 3-24-99
 Agency: Natural Resources

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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, 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



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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.

CORRECTION

THE FOLLOWING DOCUMENT(S)
HAVE BEEN REFILMED TO
ASSURE LEGIBILITY OR PAGINATION



Rev. 6/98

Central Microfilm Services
Department of Education & Early Development
State of Alaska

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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 on 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.

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.



Extinguisher gauge must indicate fullness.

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

Read the label for servicing requirements.

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.



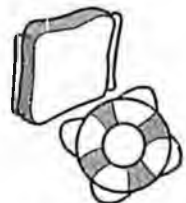
Type I



Type II



Type III



Type IV

<i>Type</i>	<i>Buoyancy</i>	<i>Comments</i>
I "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.
II "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.
III "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.
IV "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.
V 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.
V 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!

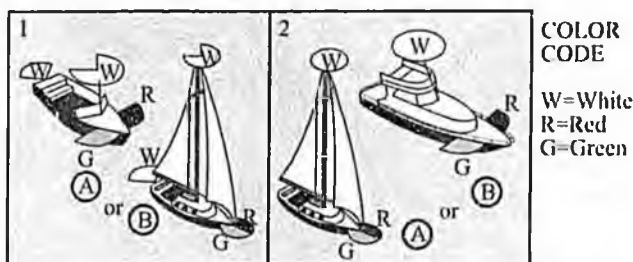
PREPARATION

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

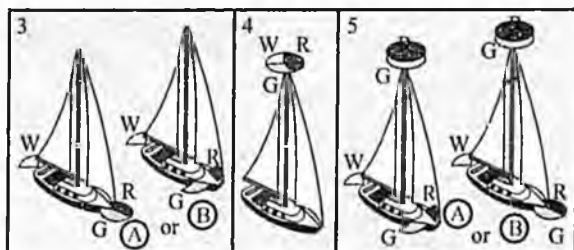


In inland and international waters, a power-driven boat shall exhibit navigation lights as shown in 1. Vessels less than 12 meters (39 feet 4 inches) may show the lights shown in 1 or 2. In international waters, a power-driven boat of less than 7 meters (23 feet) in length whose maximum speed cannot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

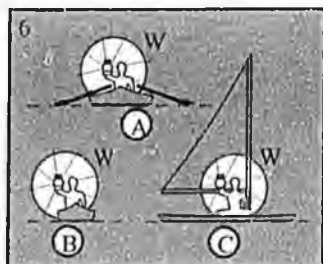
Sailboats and Boats Under Oars

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

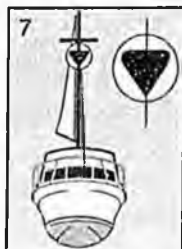
Power-driven boats and sailboats at anchor must display anchor lights. An anchor light is an all-round white light visible for 2 miles and exhibited forward where it can best be seen.

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

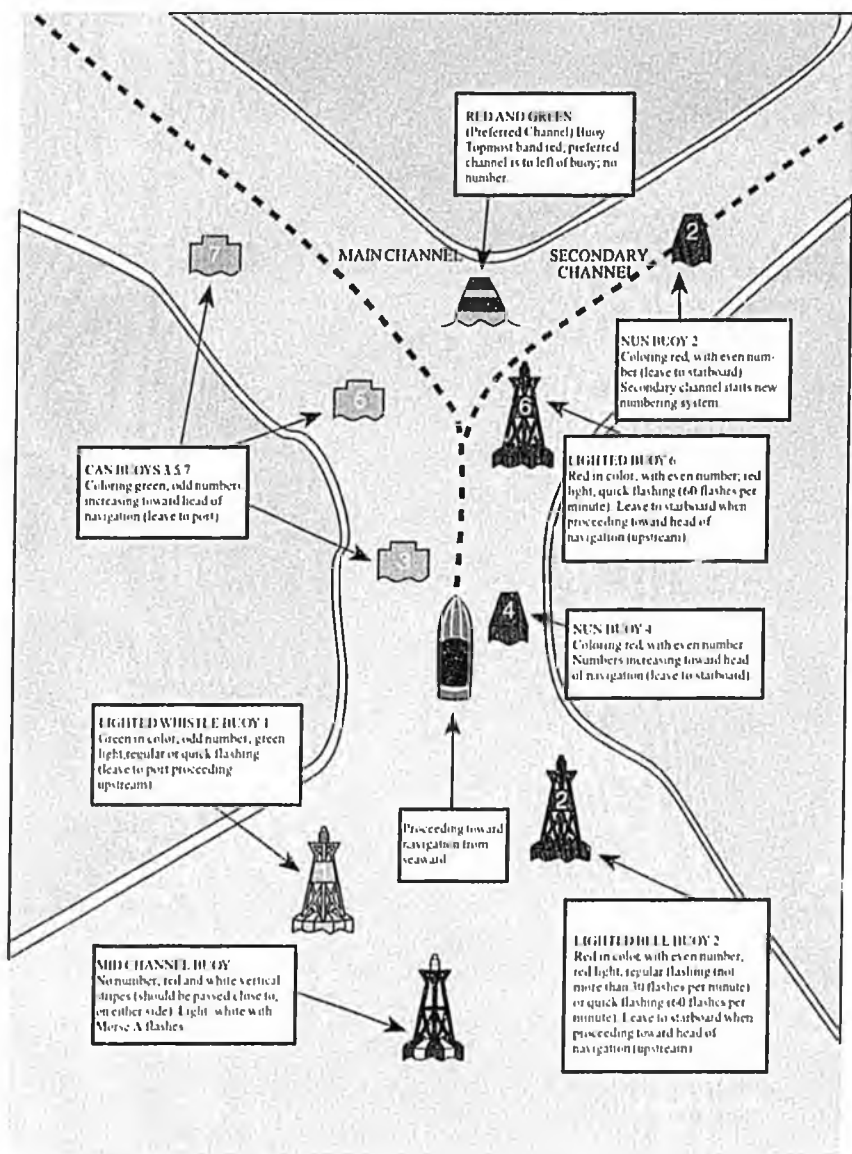
COAST GUARD CHANNEL MARKERS

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.

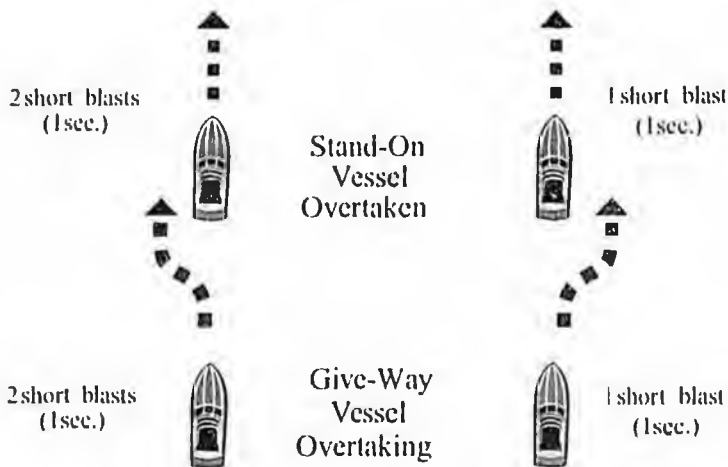
Crossing Situation

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.



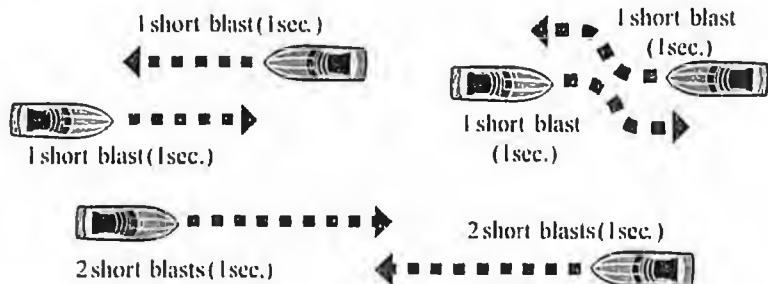
Overtaking

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.



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



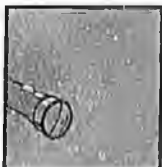
USE FLARE LAUNCH
OR FLARE



DISPLAY ORANGE AND
BLACK FLAGS AS SHOWN



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:

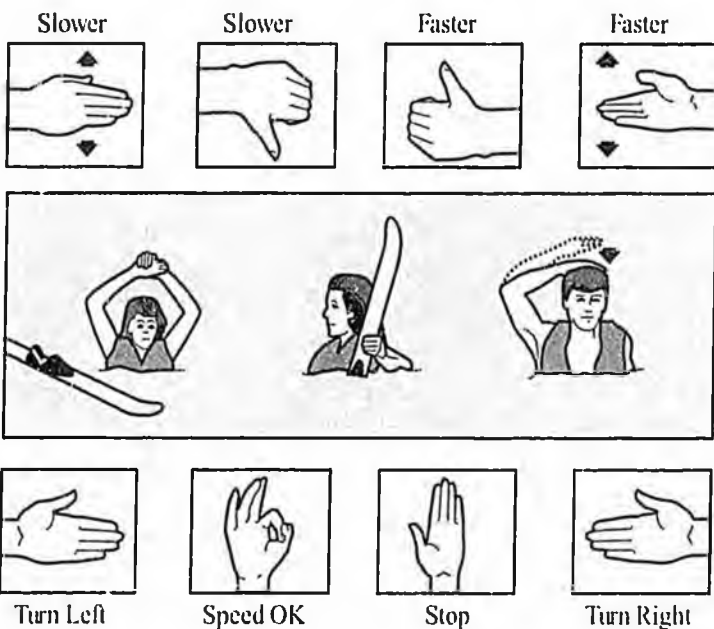
- Skiing between sunset and sunrise is prohibited.
 - There must be another person 12 years of age or older, aboard as a lookout, or a rear view mirror installed on the boat.
- The operator and/or skier must not operate:
- In a manner endangering the safety of persons or property.
 - Under the influence of intoxicating liquor or drugs.
 - Wear your PFD. It's the law if the skier is under 13.



WATERSPORTS

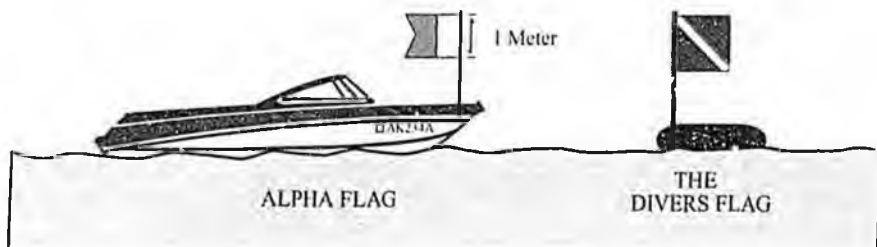
Here are some good tips for skiers:

- 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
17th 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. 9th 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.

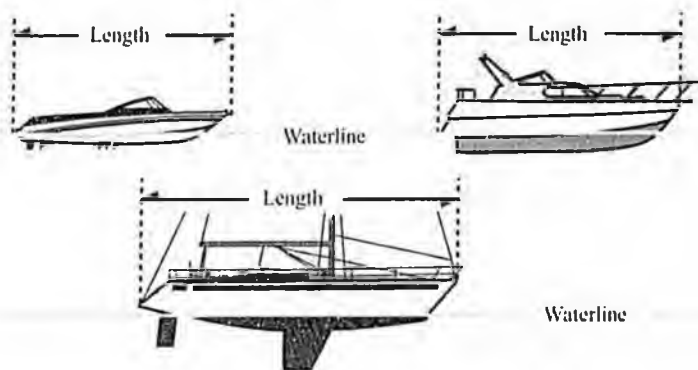
Change in Vessel Status

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.

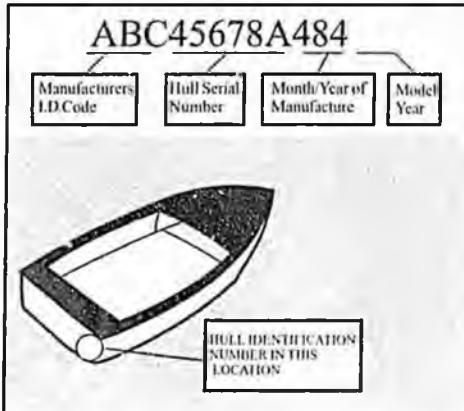


REGISTRATION

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

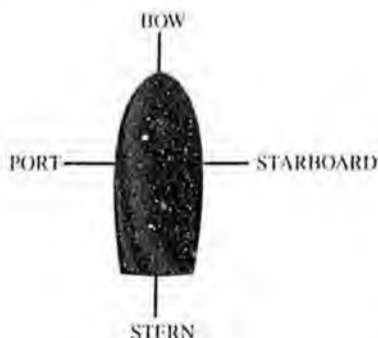
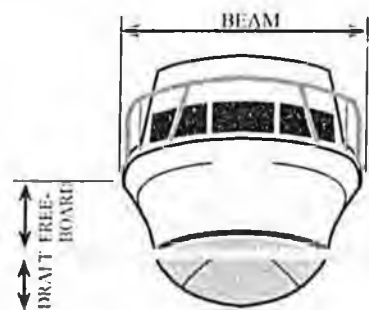
Jeffrey S. Johnson, Boating Law Administrator
(907)269-8706 fax (907)269-8907

e-mail: Jeff_Johnson@dnr.state.ak.us

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

BOATING TERMS

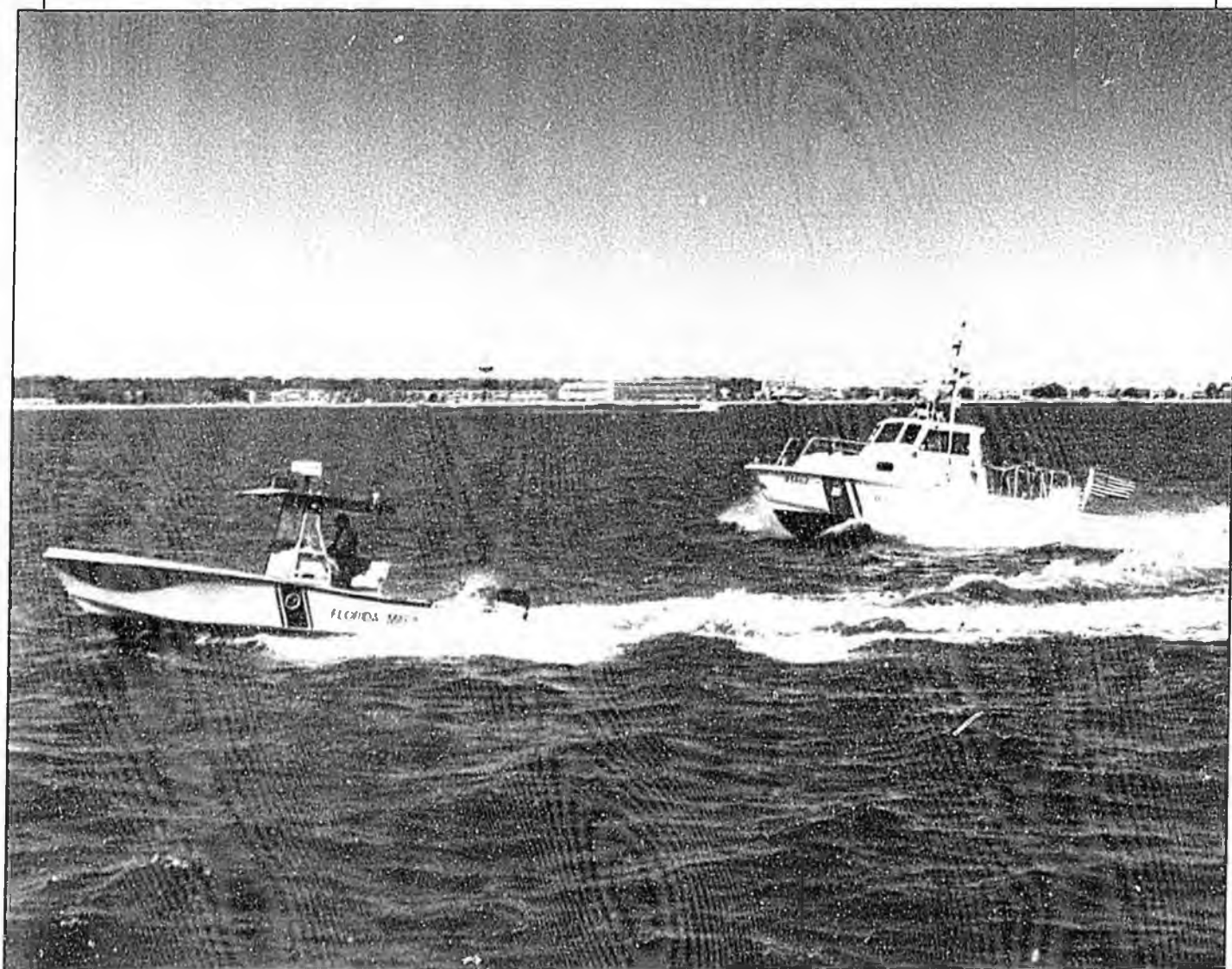
AMIDSHIPS	Center of boat with reference to its length and/or sometimes its width.
AFT	Toward the stern of a boat.
BEAM	The boat's maximum width.
BILGE	Lower internal part of a boat's hull.
BOAT	Every description of watercraft used or capable of being used as a means of transportation on the water, but 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

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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*.

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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 ground-roots 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, sterndrive 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



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 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



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 Department of Natural Resources
 350 W. Allegan
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 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
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 St. Paul, MN 55155-4046

PRINCIPAL CONTACT
 Kim Elverum
 Boat and Water Safety Coordinator
 Boating Law Administrator
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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, stern-drive 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
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 Elizabeth Raymond
 Wildlife & Fisheries Coordinator
 Boating Law Administrator
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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/). 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

OFFICIAL 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.

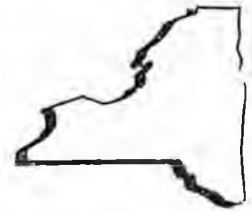
PROJECTS AND PROGRAMS

- 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 BUI 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



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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, sterndrive 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



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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.

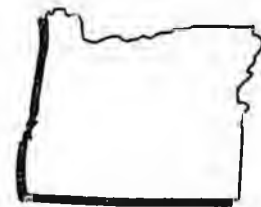
PROJECTS AND PROGRAMS

- 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



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 State Marine Board
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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.

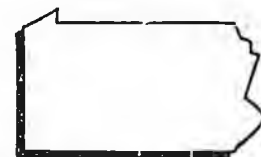
PROJECTS AND PROGRAMS

- 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
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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



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 Boating Law Administrator
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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



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 Safety & Aquatic Investigation
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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



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 Division of Wildlife
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 Boating Law Administrator
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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.