

**89th Meeting
of the
National Boating Safety Advisory Council**

**Holiday Inn Arlington
Arlington, Virginia**

April 13-14, 2012

MEMBERS PRESENT:

JAMES P. MULDOON	Chairman, National Boating Organization Member
TOM DOGAN	Public Member
MIKE FIELDS	State Member
CHUCK HAWLEY	Manufacturer Member
JEFF JOHNSON	State Member
LES JOHNSON	National Boating Organization Member
BRIAN KEMPF	State Member
MARCIA KULL	Manufacturer Member
DAVE MARLOW	Manufacturer Member
DAN MAXIM	Public Member
RICHARD MOORE	State Member
ROB RIPPY	Manufacturer Member
CHRIS STEC	Public Member

MEMBERS ABSENT:

DICK ROWE	Manufacturer Member
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USCG STAFF:

CAPT PAUL THOMAS	Deputy Director of Prevention Policy
CAPT MARK RIZZO	NBSAC Designated Federal Officer; Chief, Office of Auxiliary and Boating Safety
JEFF HOEDT	Chief, Boating Safety Division, Office of Auxiliary and Boating Safety
BRANDI BALDWIN	Lifesaving and Fire Safety Division, Office of Design and Engineering Standards
MIKE BARON	Program Operations Branch, Boating Safety Division
VANN BURGESS	Program Operations Branch, Boating Safety Division
JO CALKIN	Program Operations Branch, Boating Safety Division
PHIL CAPPEL	Chief, Product Assurance Branch, Boating Safety Division
JOSEPH CARRO	Program Operations Branch, Boating Safety Division
CARLIN HERTZ	Grants Management Branch, Boating Safety Division
PHILIPPE GWET	Program Management Branch, Boating Safety Division
KURT HEINZ	Chief, Lifesaving and Fire Safety Division, Office of Design and Engineering Standards
HARRY HOGAN	Program Management Branch, Boating Safety Division
ED HUNTSMAN	Recreational Boating Specialist, District Eight
MARTY JACKSON	Lifesaving and Fire Safety Division, Office of Design and Engineering Standards

**89th Meeting
of the
National Boating Safety Advisory Council**

MIKE JENDROSSEK	Product Assurance Branch, Boating Safety Division
MARK MANCUSO	Program Management Branch, Boating Safety Division
LT DYLAN MCCALL	Mariner Credentialing Program Policy, Office of Vessel Activities
CDR MAX MOSER	Office of Search and Rescue
BARRY NOBLES	Program Management Branch, Boating Safety Division
PAVLO OBORSKI	Chief, Grants Management Branch, Boating Safety Division
WAYNE STACEY	Program Operations Branch, Boating Safety Division
RACHEL WARNER	Program Management Branch, Boating Safety Division

MEETING ATTENDEES:

JOHN ADEY	American Boat and Yacht Council (ABYC)
JONATHAN CARLISLE	U.S. Army Corps of Engineers
VIRGIL CHAMBERS	National Safe Boating Council
CROSBY CRADDOCK	Spirit of America
JERRY CRADDOCK	National Water Safety Congress
SAM CRISPIN	U.S. Army Corps of Engineers
PAM DILLON	National Association of State Boating Law Administrators
CECILIA DUER	National Water Safety Congress
GORDON GARRETT	GMDSS Implementation Task Force
BILL GOSSARD	National Transportation Safety Board (NTSB)
RACHEL JOHNSON	National Safe Boating Council
GAIL KULP	Sea Tow Foundation
DAVE LUMIAN	American Sailing Association
LARRY MEDDOCK	Water Sports Industry Association
FRED MESSMANN	National Safe Boating Council
GAVIN O'HARE	CED Investigative Technologies
MARGARET PODLICH	BoatU.S.
BRUCE ROWE	Forever Resorts
DICK SNYDER	Retired Engineer, Mercury Marine
CINDY SQUIRES	National Marine Manufacturers Association (NMMA)
ROXANNE STANDEFER	Foresight & Imagination
DOROTHY TAKASHINA	Personal Flotation Device Manufacturers Association
SAM WEHR	Mustang Survival Corporation

*89th Meeting
of the
National Boating Safety Advisory Council*

Friday, April 13, 2012

**Call to Order and Introductory Remarks
Mr. James Muldoon, Chairman**

Mr. James Muldoon called the 89th meeting of the National Boating Safety Advisory Council to order. He welcomed CAPT Paul Thomas, Deputy Director of Prevention Policy; CAPT Rizzo; the NBSAC Council; and members of the audience.

He commented on the reduced size of the Council, stating that several members were not present and appointments were being made for vacant spots. Mr. Muldoon emphasized that the Council cannot continue moving forward while losing the expertise of Council members.

Mr. Muldoon thanked Mr. Fred Messmann for his work on the Strategic Planning Subcommittee and expressed his thanks for the work of the Council.

He then asked the Council members to introduce themselves and, as always, asked everyone in attendance to “leave your other hats at the door,” as the purpose of the meeting was to work toward the general good.

Following the introductions, Mr. Muldoon introduced CAPT Paul Thomas, who is currently serving as the Deputy Director of Prevention Policy at Coast Guard Headquarters. His previous assignments included Executive Assistant to the Assistant Commandant for Marine Safety, Security and Stewardship at Coast Guard Headquarters; Commander, Coast Guard Sector Jacksonville, Florida; Military Assistant to the Director of Net Assessment in the Office of the Secretary of Defense; Commanding Officer of Coast Guard Cutter Cape Romain; and Operations Officer of Coast Guard Cutter Blackhawk. He is a licensed professional Engineer and a graduate of the U.S. Coast Guard Academy and the Massachusetts Institute of Technology. In 2005 he completed a National Security fellowship at Harvard University’s John F. Kennedy School of Government and in 2010 he served as a senior fellow to the Chief of Naval Operations Strategic Studies Group.

**Welcoming Remarks
CAPT Paul Thomas, Deputy Director of Prevention Policy**

CAPT Thomas thanked the members of the Council for their hard work, reminding them that their efforts help to improve the lives of recreational boaters. He commented on the status of the appointment letters that are with the Secretary of Homeland Security, saying that they should be signed soon. He also expressed his gratitude for the participation of the members who were present (on their own dime), but not sitting at the table.

CAPT Thomas began by highlighting life jacket wear and carriage. He mentioned that the Council had recommended pursuing regulations to require life jacket wear on certain vessels and the Coast Guard is carefully considering where to go with those regulations. He did note that the

**89th Meeting
of the
National Boating Safety Advisory Council**

current regulatory environment and the President's order makes moving forward with a regulation very difficult at this time. He said a meeting would be held two weeks after the NBSAC meeting and the issue will be taken up again. He stated that the Council would be looking at life jacket carriage requirements during this day's session and would be asked for recommendations as to which vessels should be required to carry life jackets and which should be excluded.

He also mentioned another item to be discussed later on the agenda, the work of the emergency locator beacon working group. The group, consisting of industry and Coast Guard staff, has held several conference calls to discuss the issue and is developing a recommendation. They are expected to present their recommendation at the next NBSAC meeting.

While briefly touching on the strategic plan and its successful implementation at the summit in San Diego, CAPT Thomas encouraged continued participation. He then personally thanked his colleagues, CAPT Mark Rizzo and CAPT Dave McBride, who would both be retiring in a couple months, for their work with the Council.

The floor was opened to questions, of which there were none.

Mr. Muldoon reminded the Council that Jeff Ludwig would not be present for the meeting.

**Recreational Boating Safety (RBS) Program Report
CAPT Mark Rizzo, Chief, Office of Auxiliary and Boating Safety**

CAPT Rizzo greeted the members of the Council and thanked all participants for attending. He began his presentation by reading a conflict of interest statement on Federal Advisory Committee Act (FACA) meetings:

At the beginning of each advisory meeting, the DFO (Designated Federal Officer) shall make the following announcement. As stated in the agenda, at this meeting, we will be reviewing progress on emergency locator beacons issues, national recreational boating survey, uniform certificate of title act, and updates on life jackets standards. None of these issues is a particular matter for the purposes of criminal conflict of interest statutes.

As he will be retiring on May 18, this will be his last Council meeting. He thanked all the members of the Council, all who support the Council, and those who have worked with the Coast Guard over the years. Based on the impressive amount of work that has been accomplished in honing and refining the Strategic Plan, CAPT Rizzo said he felt it was evident at the Summit how much the Plan has matured. He thanked all who contributed to the process, especially Fred Messmann and Cecilia Duer.

CAPT David Rokes, who served in Search and Rescue in the 1980s and most recently on the Cutter Gallatin in Charleston, will be CAPT Rizzo's relief. He said that CAPT Rokes currently deals with recreational boating issues now and is well-equipped to handle all of the issues that

*89th Meeting
of the
National Boating Safety Advisory Council*

will come his way. CAPT Rizzo stated that he has enjoyed working with the Council, has developed a lot of close friendships, and hopes to return as a member someday.

Mr. Muldoon said that he couldn't thank CAPT Rizzo enough for his support, warmth, and friendship.

Recreational Boating Safety (RBS) Program Report

Jeff Hoedt, Chief, Boating Safety Division, Office of Auxiliary and Boating Safety

Mr. Hoedt advised the Council that he had a good report with positive things to present and stated that the report wasn't as long as usual. Beginning with the Automated Standard Application for Payments (ASAP) he advised that the system has been changed and payments are now being made in an average of three working days instead of 28-30 days. Mr. Hoedt thanked Mr. Pavlo Oborski, Chief of the Grants Management Branch for making this change. DHS is now using the Boating Safety Division as the example of successful use of the ASAP system for payments. Mr. Hoedt also said the Boating Safety Division is in the process of reviewing and scoring the FY2012 non-profit organization grants.

In his discussion of the 2012 grants, Mr. Hoedt announced that the Sport Fish Restoration and Boating Trust Fund was extended through the end of June, which is three-quarters of the fiscal year. States were notified that they will receive three-quarters of the funds that were appropriated.

Applications were accepted through January 27, 2012 for the non-profit organization grants; 78 applications were received worth \$18.2 million. Of those 78 applications, 68 were deemed eligible for scoring. Those 68 eligible applications were worth \$17 million cumulatively, but only \$4 million is available right now for distribution. When the full funding comes in, there will be an additional \$1.3 million to distribute. Therefore, there is a challenge with the \$17 million of requests and only \$5.3 million available for grant awards. The Boating Safety Division uses a system where multiple individuals score the grants independently. The scores come back to Pavlo and his staff, who compile them and rank the grant applications based on these scores. After the grant applications are ranked, they go through the list and determine funding levels for those grants with high scores. The scoring is now complete and recommended funding levels will be discussed over the following weeks. After determining the appropriate funding level for the grant, a meeting with CG-54 is held to share the recommendations. Mr. Hoedt expects all of this work to be completed in the next few weeks. The challenge with this year's non-profit organization grants is that not all the funding is currently available. They will consider the entire \$5.3 million when discussing funding levels, as they believe Congress will provide the full amount. In the area between the \$4.0 and \$5.3 million funding level, they will determine if any of those grants are urgent. If they determine there are grants that need to start immediately, then they will review the grants in the \$4.0 million group and determine if any of those can wait to start. If that is the case, the Coast Guard may fund those select grants in the bottom tier first and fund the others after June 30th, when we expect the rest of the funding to be made available.

*89th Meeting
of the
National Boating Safety Advisory Council*

Mr. Hoedt advised the Council that no resolutions were adopted at the last meeting. He said the Coast Guard is continuing to track the life jacket resolution from the April 2011 meeting and currently the Coast Guard is still considering the Council's recommendation. When a decision is made, the Council will be informed expeditiously.

He discussed some of the data on the overall wear rates and mentioned that the life jacket wear study with JSI will continue. He said that the overall wear rate remained stagnant in 2011 at 21.8%. The rate for adults on open motorboats decreased from the 2010 rate of 5.3% to 4.8% in 2011. The strategic plan includes an objective to increase wear rate for adults on open motorboats, but in 2011 we saw a decrease and not an increase.

In an update on Legislative projects, Mr. Hoedt informed the Council that the final rule on inflatable life jackets was completed on March 30, 2012. The Council will get more information on this topic later in the meeting. One item this final rule brings to light is whether there is the potential for those under 16 years of age to use inflatables.

Mr. Hoedt mentioned that a rule to unify numbering regulations, vessel identification system regulations, and accident reporting regulations went final after 16 years of work. The regulations currently do not all use the same terminology and the same definition, but that will change with this regulation. This regulation emanated from a NBSAC recommendation. Included in this is the requirement for a formalization of the waiver process for states participating in VIS. Those states that have chosen not to participate in the VIS because of the required data will be able to participate with partial data. States will also be required to ensure that the Hull Identification Number (HIN) is on a vessel and that it is accurate. This will be a phased-in approach, allowing states to make the necessary changes through 2017.

Speaking on Propeller Strike Avoidance, Mr. Hoedt stated the Council recommended there be a cut-off switch on the engine of select boats, that those switches be kept operable, and the operator use it when the vessel is being operated. An Advanced Notice of Public Rulemaking (ANPRM) was published in 2011 and the Coast Guard received good comments from the public; however the comments received did not provide all the necessary information. Due to the change in the regulatory environment, OMB and DHS would not accept the Coast Guard moving forward with the proposed regulation until more data was collected. Therefore the Coast Guard surveyed states and other organizations to collect more information. Once the data is collected, they will request clearance to move forward with a Notice of Proposed Rulemaking (NPRM). Mr. Hoedt then mentioned a second project, an ANPRM requiring the operator of a vessel to turn off the engine on a propeller driven boat, when a person was in close proximity to the propeller. The comments received were helpful, but some information gaps remain and they were not moving forward until they see how the engine cut-off switch project does.

Mr. Hoedt reported that in 2009, 15 recommendations were submitted by the Accident Reporting Task Force for NBSAC to consider. NBSAC endorsed those recommendations and forwarded them to the Coast Guard. A request for comments was published in 2011 and helpful comments were received; the plan is to initiate the project with an NPRM at a date to be determined.

*89th Meeting
of the
National Boating Safety Advisory Council*

He then advised the Council on the titling regulatory project. He said that the Uniform Certificate of Title Act (UCOTA) model act passed and was approved this past year. At this time some state legislatures, specifically Connecticut, are already moving forward to adopt this model act. A handful of states are taking it into consideration; it is likely that state legislatures will move quickly to adopt this into law. Unfortunately, the current Coast Guard VIS system regulations on titling do not match the model act. To ensure they are in sync, a regulatory project will be initiated, and the plan is to move forward with the direct final rule, foregoing an ANPRM or NPRM. Comments will be taken and if there are any substantive opposing statements, the rule will be withdrawn. In essence the rule will be the UCOTA model act. Mr. Hoedt anticipated that the rulemaking could come within a year. He advised that states that wished to receive Coast Guard approval would have preferred mortgage status, which could provide lower interest rates for borrowers and would provide more security for lenders.

Speaking on the National Recreational Boating Survey, Mr. Hoedt stated that it took six years to get the survey approved. The survey gathered data about 2011, with collection beginning on August 25, 2011. They now have preliminary 2011 data, and it looks excellent. The method being used in 2012 will differ from that used in 2011 as the 2012 survey will be based on month-to-month recall of boating activity instead of the request for a recall of the entire season's information as used in 2011. It is anticipated that accuracy will be improved by using month-to-month recall. Based on this, Mr. Hoedt advised that the 2011 numbers can be used as an example to set up models, but should not to be used as a baseline or to establish a target; it would be best to wait for the 2012 numbers. He advised this due to the change in the survey methodology, not due to some of the other variables, such as the economy. He provided some statistics from the 2011 survey: nearly 28% of American households are boating households which means at least one person in the household went boating at least one time during 2011; 69.5 million boating participants in the nation; 17% of American households own a boat, but that doesn't mean they went boating in 2011; 49% of boating households own a boat; power boats make up about half of all the boats; canoes and kayaks make up nearly a third of all the boats; and 3.5 billion exposure hours. They are planning to use exposure hours as the denominator for the future performance goal which will give casualties per number of exposure hours. He encouraged everyone to play with these numbers, but said they still need to do some tests with these numbers. For example they will compare the number of registered boats reported through the survey to what the states report for registered boats. They will also compare to other surveys and will try to explain any differences. It is the largest sample size of any boating survey. They are confident in the survey and are working as a team, including NMMA's foundation and Dr. Ed Mahoney (of Michigan State University), to make sure they get good data from the system.

He updated the Council on a potential new program for educating manufacturers. Mr. Hoedt stated that there was a question from industry about the best way to get the word out about ABYC voluntary standards. The Coast Guard is prohibited from doing certain things, so they needed to come up with other alternative ways to educate manufacturers. One idea that came up was to use the Coast Guard Auxiliary. ABYC created a brochure that is close to going to the printer. Following the printing, Phil Cappel and his team will use a target location in Florida and an Auxiliary team will be taught how to conduct factory outreach visits to educate manufacturers

*89th Meeting
of the
National Boating Safety Advisory Council*

about ABYC voluntary standards. This will not be a mandated session for manufacturers, but a chance for them to learn.

Mr. Hoedt then moved on to the USCG Authorization Act of 2010. He started with Section 618 that changed the definition of Associated Equipment. The new definition now allowed the Coast Guard to regulate emergency locator beacons on recreational vessels more than three nautical miles offshore. The Coast Guard challenged the Council at the last meeting to consider this issue and Mr. Dave Marlow and his Boats and Associated Equipment Subcommittee is heading up this work. There have been three conference calls to date and the group is doing a great job. The work group is collecting the right data and asking for the right data to consider this issue. One of the challenges to the Council would be to continue this work.

Moving on to Section 620, he informed the Council that there were two parts. The first, a survey on blended fuels and the effect on marine engines and parts, was completed and submitted to Congress. He said that Phil Cappel would later provide an update on the organization that was completing the study. The second part instructed the Coast Guard to conduct a study on the impacts of blended fuels within 36 months of the adopted legislation. Though \$1 million was authorized by Congress for the completion of the study, nothing has been appropriated. The Coast Guard is not authorized to approve the use of funds; therefore it will be necessary to wait and see if Congress will appropriate the money for this project. In addition, there was legislation that instructed the EPA to conduct a study on blended fuels that would encompass other types of motorized vessels beyond boats.

In the report on the Sport Fishing Restoration and Boating Trust Fund, Mr. Hoedt presented slides to illustrate 2010 appropriations (\$650 million) and where they were used in 2011. In addition, he discussed the appropriation received for 2011 (\$626 million) and its distribution for 2012. He noted that the long-term authorization expired on September 20, 2009 with eight temporary extensions since that time; the latest goes through June 30, 2012. The next long-term reauthorization has been introduced but not brought to the floor. The Coast Guard will continue to pursue its Legislative Change Proposal (LCP), but it is unknown what will be enacted once Congress looks at it again. He then compared what Senate bill 1657, previously introduced with the Coast Guard's proposed LCP, would have done to the funding levels had it been enacted in FY2011.

Mr. Hoedt raised the question 'what will happen with funding levels?' As a reminder, the motor boat fuel tax makes up well over half of the funding source of the Trust Fund, which is calculated from the number of registered motor boats. 2011's boat registration numbers will determine the FY2013 funding. We are currently waiting for the U.S. Virgin Islands to submit their number of registered boats, which will be around 2,000 boats. The slight decrease in motorboats continues to trend from year to year. For example, from 2009 to 2010 the number of registered motor boats went down 2.48% and the same percent reduction occurred from 2010 to 2011, though different states decreased in their registration numbers. Theoretically this decrease will impact the appropriations that come out for FY2013.

**89th Meeting
of the
National Boating Safety Advisory Council**

He advised that if the status quo approach goes through, the Coast Guard would be challenged when it comes to the National Survey, which at the \$5.5 mil level, cannot be sustained unless other programs' funding is reduced. This would impact the manufacturer compliance program, to a small extent, but there would be more impact on the office's awareness and outreach campaigns. Another option would be to fund the survey from the non-profit organization grant funds, which would impact other grantees. It is unnecessary to make a decision right now as enough money was accumulated to get through the 2014 survey, but it may be necessary to make a decision in early 2014 in order to see where the funding is headed.

Wrapping up his report, Mr. Hoedt brought up two challenges for the Council. The first is to continue their work on emergency locator beacons; should the Coast Guard consider a requirement for the use of emergency locator beacons for recreational vessels more than three nautical miles offshore? Would this impact only certain types of vessel? The Coast Guard is looking to the Subcommittee and the full Council to provide their recommendation at the next NBSAC meeting. The second challenge is the question of life jacket carriage requirements on stand up paddleboards. The Coast Guard wants to know if the Council has a recommendation. Possible options could be to exempt stand up paddleboards from life jacket carriage requirements, allow a tether to act in lieu of a life jacket, or retain the current carriage requirements.

He then requested the Council's consideration and recommendations on the larger life jacket carriage issue. It was stated that clarity is needed in the regulations on carriage requirements as there is an unclear exemption clause for certain vessels e.g., rowing sculls, racing shells, racing kayaks and racing canoes. He asked 'What's a racing canoe?' and provided examples of questionable instances. He then mentioned that board craft look similar: sailboards, stand up paddleboards, sit on top kayaks and kite boards all look like boards and asked the Council to consider how the differences would be determined for regulatory purposes. He requested that the Council members begin to initiate action on these issues

Mr. Hoedt invited questions. There were none.

Mr. Muldoon informed the Council that, in the absence of Mr. Jeff Ludwig, Mr. Hoedt would present the Assistant Designated Federal Officer's (ADFO) Report.

Assistant Designated Federal Officer's Report

Mr. Jeff Hoedt, Chief, Boating Safety Division in lieu of Mr. Jeff Ludwig

Mr. Hoedt stated that all 14 appointed members, except Mr. Dick Rowe, were present; 11 are needed for a quorum. He reminded the members to turn their travel forms in to Ms. Warner.

He extended his best wishes to John Malatak, a former branch chief in the Boating Safety Division, on his retirement. Mr. Malatak will continue to help with certain projects as a private citizen, such as the on-the-water education standards. Another soon to be retiree, CAPT Rizzo, will be honored at a retirement ceremony in Portsmouth, VA on May 18, 2012 and an unofficial retirement celebration will be held at Phillip's restaurant on May 2.

**89th Meeting
of the
National Boating Safety Advisory Council**

Referencing the usual business items, Mr. Hoedt reminded everyone to please use the microphones and state their name before speaking. He mentioned that members have received all items via email and handouts are available for audience members.

Ms. Warner took a moment to ask the members to fill out all travel orders in blue pen. She requested everyone in attendance use the sign-in sheets. A reminder that most documents are posted on Homeport was followed by a notice that presentations would be uploaded throughout the meeting.

**Old Business & Call for New Business
Chairman Muldoon**

Mr. Muldoon requested old and new business items. None were raised.

Mr. Muldoon called for a 15-minute break at 9:15, with members returning at 9:30.

**Members' Items
Moderated by Jeff Hoedt**

Mr. Hoedt explained that members are solicited for member items prior to meetings. These are items about various boating safety issues that are brought to the Coast Guard's attention ahead of the meeting and this time is used to find out if satisfactory answers were provided. As no items were submitted ahead of time, he asked if there were any member items at this time.

Mr. Tom Dogan stated he had two items. The first dealt with the issue of marking channels. He offered an anecdotal account of running aground last year. There were no markings in a channel two feet deep in the center and when he asked the harbormaster why it was not marked; he was informed that it could not be marked. He received the same answer from the local Michigan City Coast Guard station and was told that only the Army Corps of Engineers could mark the channel. Last year, in another inlet, three lives were lost in an accident that occurred because of inadequate markings. He asked if channels can be improved or if the Coast Guard could be authorized to put out buoys. The harbormaster had said they are prohibited from marking known hazards and, in this case, nothing had been put in the local Notice to Mariners; it was noted that the average recreational fisherman wouldn't necessarily look up the Notice to Mariners before he goes out for the day.

The second item dealt with an occasion off the coast of Cape Hatteras Inlet after encountering seas between 8 and 10 feet, Mr. Dogan noted that the local charts and guidebooks stated that the Coast Guard should be called for local knowledge; when he did so, he was told they were instructed not to give any information. He expressed concern that there may be some confusion as to what sized vessel would be able to make it into the inlet. He stated that this seems contradictory to the mission. Mr. Hoedt said he would look into the matter.

*89th Meeting
of the
National Boating Safety Advisory Council*

CAPT Thomas believed that the Coast Guard might be able to take action but education is the answer. He was unsure whether boaters understand that not all channels are marked or can be marked by the Coast Guard, it must be a federal channel for them to mark it. If it is a private channel, the lawyers have determined the Coast Guard cannot mark it. The Coast Guard can and should be able to inform boaters as to the current bar conditions, but cannot tell them if it is safe to cross as the Coast Guard does not know the boat or the skill of the boater in each situation.

Mr. Dogan said the channel he referred to was a federal channel and the local Coast Guard office was as frustrated by not being able to mark the channel as he was. CAPT Thomas stated that nothing forbids the Coast Guard from marking a federal channel and there is a need to educate boaters on which channels they can be confident are accurately marked.

Mr. Johnson spoke about being approached by a white water rafting company that had a question regarding Type IV life jacket carriage requirements for non-power boats, specifically canoes and kayaks being excluded from the requirements. He asked what the rationale would be in not excluding white water boats as they have no use for a Type IV throwable as part of their operations; why not exclude them from Type IV carriage requirements as well.

CAPT Thomas said that it would be a good issue to add for the group, which is looking at life jacket carriage requirements.

Mr. Lumian informed the Council that the California Little Hoover Commission would be reviewing the future of the California Department of Boating and Waterways on April 25th. He requested that the Council learn more and consider adopting a resolution to send to the Commission in light of its hearings. Once the Little Hoover Commission hears information on an item, it will make a recommendation that will go into effect 60 days after the report, unless the Legislature moves to undo whatever the Commission recommends. Mr. Lumian thinks that the Council's opinion would be beneficial; last time the issue of the CA Department came up it was knocked out on a technicality.

Mr. Muldoon said that the Council would look into it. Mr. Hoedt reminded the Chairman that recommendations made by the Council would need to be presented to the Coast Guard. He then asked if there were additional member items. There were none.

Uniform Certificate of Title Act (UCOTA)

Vann Burgess, Program Operations Branch, Boating Safety Division

Mr. Burgess reported that the Uniform Code of Titling for Vessels Act (UCOTA-V) was drafted by the National Conference of Commissioners on Uniform State Laws (NCCUSL) with participation by the Coast Guard, states, and industry. The Act was formally adopted in July 2011 and was voted through unanimously from the floor, without comment. He said that the credit for quick passage goes to those from industry and the states that ensured things worked smoothly. He then congratulated all involved, especially Ms. Cindy Squires, who did a great deal of work on it.

*89th Meeting
of the
National Boating Safety Advisory Council*

The Act is now available for states to ratify and adopt into state law. The Coast Guard, including the National Vessel Documentation Center (NVDC), are in support of the Act and the Coast Guard is working to help formalize some of the parts of the Act. He explained the objectives of the Act: to act as a state titling law that the Coast Guard will certify; facilitate state transfers of ownership; deter theft of vessels; accommodate existing financing arrangements; work with the Uniform Commercial Code; manage the complications that can arise from a vessel's transition in or out of federal documentation; provide clear rules on the consequences of compliance or non-compliance to sellers of vessels; impose minimal or no new burdens on state titling offices; and protect buyers. Mr. Burgess clarified the added protection for buyers that would result from vessel branding should the integrity of the hull be compromised as brands will be transferred from state to state. Using the example of vessels being tossed around during a hurricane, he said that vessels with damaged hulls often receive a quick overhaul where gel coat is used, and are put back into the market where they experience hull failure; vessel branding is designed to prevent that from happening.

He moved on to discuss other benefits of UCOTA-V. He said it provides means for certifying state titling programs and can create the availability of preferred mortgage status providing lower interest rates and ability to recover vessels faster. It provides for greater marine security as all certified titling programs must participate in VIS and they must provide all information. It also provides for consumer protection via title branding. Connecticut has already introduced a bill to adopt a version of UCOTA-V and several other states are considering action within their next legislative session (AL, IA, LA, MN, NY, OK, TN, and UT). Work is being done to develop a regulatory project for implementation via direct final rule. He stated that most parties who might have an issue with this Act were in the room when the language was drafted; it was vetted through the states, NASBLA, and industry and an agreement was reached so that anything that had to be changed would not have a great impact. Though no final decisions have been made, the initiative is under development.

Mr. Burgess invited questions. There were none.

USCG Lifesaving and Fire Safety Standards Program Report
Brandi Baldwin, Lifesaving and Fire Safety Division, Office of Design & Engineering Standards

Ms. Baldwin began by providing an update on the Office of Design and Engineering Standards. She touched on the remaining issues from the 2009 resolution, including issues surrounding laboratory recognition; quality assurance; a transition to a harmonized North American Standard; and youth inflatables including what the published rule means, and what happens now.

She moved into laboratory recognition. She stated that the approved testing and follow up for PFDs must be conducted by an independent lab recognized by the Coast Guard. Requirements for those labs are listed in regulation and every lab that the Coast Guard reviews for recognition is subject to those rules. Ms. Baldwin mentioned that they were asked by the Council to provide more flexibility in the laboratory recognition process. At the urging of the industry, they took a more holistic approach to looking at laboratory recognition. She provided some background on

*89th Meeting
of the
National Boating Safety Advisory Council*

the laboratory testing, stating that for many decades only one lab was recognized: Underwriters Laboratories (UL) in Research Triangle Park. The Coast Guard and UL had a good rapport and it created a significant change to go from the one-to-one relationship with UL to bringing additional labs into the mix. In February 2011, IMANNA Laboratories in Rockledge, Florida was recognized for recreational inherently buoyant PFDs and PFD components; in December 2011 IMANNA added commercial devices and SOLAS inherently buoyant devices, and in March 2012 they added throwables, which had slipped through the cracks in the early stages of the process. A European lab, in Denmark, is up for certification. That lab is currently recognized for commercial and SOLAS PFDs and PFD components. The flexibility of the Coast Guard is no longer the sticking point for additional labs joining the PFD market, but it will be the flexibility of the PFD market that determines the number of labs. One of the reasons European labs are not moving forward with gaining recognition is due to the United States' impending transition to a new standard. There is hesitation to test to a standard that will be moved away from in the near future. She said that the 2009 resolution is now considered complete and feels that now there is flexibility in the process.

Moving on to quality assurance and follow up, Ms. Baldwin said that per the regulation every Coast Guard approved PFD must be covered by a follow up program administered by a recognized laboratory. She said that per the regulations, each PFD is subject to testing and labeling requirements by a recognized lab and acceptance by the Commandant. This means that the Coast Guard has to accept each recognized laboratory's listing and labeling program. In a single lab world that was easy for the Coast Guard, however with multiple labs in the mix this becomes more difficult. She explained that the labels are proprietary documents. Therefore the Coast Guard could not share ULs documents for their follow up program with other labs as a reference. She told the Council the devices that are in the follow up program with one lab are going to be subject to an equivalent level of safety at another lab. This problem has been seen before in fire extinguishers where recognized labs saw the follow up as a way to reduce cost and undercut competitors. This issue facilitated the development of an industry consensus standard for providing the minimum industry standard for any Coast Guard approved PFD covered by follow-up. She went on to say that the consensus standard method was used to give industry ownership over the follow up. Much of this work is already done, as it was part of a PFDMA-led group that was dealing with the UL follow up program. The goal now is to develop a quality based approach to follow up where a factory's quality management system can be classified as superior, good, or minimal/unrated based on what level of follow up they are assigned. The level of follow up would be based on a number of factors and would have an impact on inspection frequency or inspection sizes/lots or moving towards in-line testing instead of end-of-line testing. All of these would have a significant savings to the manufacturers. This is an on-going effort that will develop a draft standard that will be provided at the PFDMA conference in June.

The next topic that Ms. Baldwin covered was the transition to the Harmonized North American Standard. She described the International Harmonization Committee (IHC) as a task group comprised of the U.S., Canada, and Mexico representatives from manufacturers, test labs, and regulatory bodies that are creating a harmonization to the ISO standard 12402 series. The Coast Guard cannot accept all of the provisions of 12402 standards as is, there will be some national North American deviations from the international standard. They are hoping to have at least bi-

*89th Meeting
of the
National Boating Safety Advisory Council*

national (North American) standards in the future. This effort is in support of an act signed by the President to remove barriers to trade between the U.S. and Canada. This will ultimately mean that PFDs approved in the U.S can meet the carriage requirements in Canada and vice versa. She stated that several regulatory issues need to be hammered out to achieve that level of reciprocity. She went on to say that the first step in the harmonization process was a gap analysis between the current U.S. and Canadian standards. Based on the analysis, multiple changes to the ISO standard were proposed and adopted; these should be published in the next revision of the ISO standard. Ms. Baldwin explained that the first step in the consolidated North American standard was to draft a standard. This draft was developed and circulated for preliminary review. She emphasized this first draft was only for comments, not for voting, and gave STP (Standards Technical Panel) members the opportunity to see what the standard will be. She said the comment period closed last fall and the IHC is now determining how to handle the comments. Based on the extent of the comments, IHC will have to decide whether to invite another comment period or go directly to ballot.

Ms. Baldwin further explained that the transition to a new standard will not make a big difference from an engineering and design standpoint as a lot of the testing and requirements are similar. However, in the ISO standard there are no type codes, whereas the Coast Guard does use a Type I – V system. On a user level, the lack of type codes in the ISO standard will likely not make a difference because the public doesn't understand what they mean. From a regulatory perspective, she explained that there is not a difference between Type II and Type III when referring to the carriage requirements.

In discussing other regulatory issues, Ms. Baldwin commented that the regulations currently use multiple terms to refer to the same issue. There will be significant regulatory changes that will be needed. One of the issues to also deal with is labels. A 2004 study recommended streamlining the words and using symbols where possible, as they found labels are too wordy, are not user-friendly, and the relevant information is too scattered. Under the North American harmonization process, they began looking at the ISO standards, which presents a list of what should be printed on labels but not how it should be done. A labels task group was assigned to develop more user-friendly markings in English, Spanish, and French, as well as, pictograms. She said that boaters with a wide variety of experience were consulted and the feedback received correlated to previous results showing that the problems hadn't changed. Ms. Baldwin stated that hopefully, the Harmonized North American Standard should be in place by summer, or as late as fall 2012.

While the type codes will likely disappear and every label of PFDs will change, she said the goal is to not have two devices on the market at the same time using two different labeling schemes. They believe this will help to make the transition as seamless as possible. Ms. Baldwin said there will be meetings with the industry to determine the best way to make this happen and it is anticipated that two production cycles may be necessary to fully transition to the new labels. Boaters will be helped to understand what the new label means. Manufacturers, the Coast Guard, and the Council will help to put together a consolidated message to distribute to users. Ms. Baldwin expressed some concern that in the current budget environment, funding may not be allocated but this remains a high priority.

*89th Meeting
of the
National Boating Safety Advisory Council*

Continuing on to youth inflatables, Ms. Baldwin stated that wear rate has been a priority and there has been a gap in the 13-15 age group, which are not required to wear a PFD and the only option they have are the inherently buoyant or foam device. She said the Council requested they close that gap and consider use of inflatable life jackets for the 13-15 age group. She advised that last March a direct final rule was published to update references to the UL standards and eliminate redundancies, including “adults only.” She informed the Council that what was intended to be a direct final rule and a quick fix created backlash, and had to be withdrawn in September. They immediately republished with nearly the same language in an NPRM and received 187 comments. She mentioned that most of those had no bearing on the scope of what the rule is trying to do, but all comments were reviewed and received a response. The Final Rule was published on April 3 and will be effective in May. The rule, however, accomplished nothing substantive and does not allow the Coast Guard to approve youth inflatable PFDs and it does not allow children to wear inflatables designed for adults. It did remove a regulatory barrier that prevented the STP from developing a standard for youth inflatables.

She stated that an ANSI accredited standard or a revision to UL 1180 or ISO 12402 is needed to accomplish approval for youth inflatable PFDs. A revision to UL 1180 would require the Coast Guard to do a rulemaking, which could take 18 to 24 months or longer and it would not be in the industry’s best interest to go that route. She advised it would be better to go through the harmonization with ISO 12402. As published, the ISO standard doesn’t have an age limit on inflatable PFDs and there are no restrictions on design or construction of PFDs for people at any age; only performance requirements are addressed. She also noted that Europe does not have infant inflatables as manufacturers realize that it is not realistic, though there is an age range in which children will be safe in inflatables. She stated that the STP must come to a conclusion for an inflatable design. She then invited questions.

Mr. Muldoon asked if a faster, cheaper approval process for PFDs had been found with regard to laboratories. Ms. Baldwin answered that they have not received a good response to their inquiries about this and cannot identify where it is taking too much time. Though there are three laboratories recognized, only one is actively in the Coast Guard approval process, and therefore, she is unable to answer the question right now.

Mr. Kempf inquired whether there was any sense of which states will change their regulations to come into conformity with these regulations.

In answer, Ms. Baldwin stated that they have to look at what the impact will be on the states. Her best suggestion was to make amendments to the model safety act and develop appropriate language for the states to use in their legislation that is not Type code specific or even ISO standard specific. She also said the number of states has not been determined yet, but they are working with NASBLA to gather that information.

Mr. Dogan questioned the age at which European manufacturers are saying inflatable life jackets aren’t realistic. Ms. Baldwin replied that the definition of an infant isn’t age dependent, it is weight based up to 15 kilos or 28-30 pounds.

***89th Meeting
of the
National Boating Safety Advisory Council***

Mr. Dogan remarked that life jackets are made for dogs and cats, why would some flotation not be appropriate for babies? Ms. Baldwin said foam devices will give them a fighting chance and the concern focuses on the user's ability to automatically inflate and the need for manual override.

Mr. Hawley requested statistics on the number of times water activation fails and there is a need for the user having to engage the rip cord. Ms. Baldwin explained it is not considered a casualty if a life jacket is manually inflated so they don't get any of the near miss numbers. She went on to say that the challenge arises when there is a fatality because there is no way to know what really happened, even with forensics, though it would be nice to have those numbers for risk analysis.

Mr. Hawley commented that the concern about premature inflation is the inverse of having it not inflate when you want it to, and that continues to make the selection of inflatable life jackets difficult for consumers. Ms. Baldwin replied that there is a challenge to come up with the right standard to keep everyone mostly satisfied.

As there were no further questions, Mr. Muldoon advised the Council that they would be going outside the agenda to discuss the state of Minnesota.

Minnesota Boating Safety Outreach Campaigns
Rachel Warner, Program Management Branch, Boating Safety Division

Ms. Warner mentioned the topic was going to be discussed on the following day under the Prevention Through People Subcommittee, but as there was some time they are going to share a presentation they developed. She advised the Council that research is ongoing to determine why Minnesota has a low fatal accident rate.

Mr. Moore provided some lead-in by encouraging people to recognize some of the background and commented that there would be more discussion on the following day. He emphasized Mr. Hoedt's diligence in ensuring the understanding that Minnesota is one place in the nation that has seen positive effects from their outreach. He hasn't understood what MN is doing so well and that makes it hard to use MN as a model. He advised that the Prevention Through People Subcommittee is focusing on lessons learned and looking for a way forward, though there is nothing definitive on what they are doing. He hoped that the video would invoke some thoughts.

A video that included televised and print PSAs from Minnesota was shown.

Ms. Warner thanked everyone for watching the video and stated that they don't have all the answers and research on Minnesota's numbers will continue.

Mr. Hoedt told Mr. Moore, the Subcommittee members, and the Council he hopes this will be a springboard for the group. As they look at the video and go through the report, he would like them to look for areas that can be built on and, as they identify areas that require more research,

***89th Meeting
of the
National Boating Safety Advisory Council***

he asked them to please bring those to the Coast Guard's attention. He suggested going back to the 1960s or 1970s to see how the fatality rates compare.

Swearing-In of New Member

CAPT Mark Rizzo, Chief, Office of Auxiliary and Boating Safety

Mr. Muldoon asked Mr. Jeff Johnson to come forward and be sworn in. He was then sworn in by CAPT Rizzo.

New appointment: Jeff Johnson

Mr. Johnson is the Boating Law Administrator, Alaska Department of Natural Resources.

Break for lunch at 10:55am, reconvened at 12:45pm

National Recreational Boating Safety Survey

Dr. Philippe Gwet, Program Management Branch, Boating Safety Division

Dr. Gwet began by describing the difference between the 2011 and 2012 surveys. He explained that the 2011 Survey began in August and asked boaters for a recall of the previous 12 months. While they received reliable indicators, it is believed that the 2012 Survey, which will collect data on a monthly basis and ask boaters to recall all of their boating activity for only the past 30 days, will produce more accurate data. It is expected that the 2012 numbers will be different because they are using different methods.

The 2011 Survey began on August 25, 2011 and was completed in January 2012. It was a telephone survey of more than 23,000 households. The 2012 Survey will have three components: boat survey that will provide boat statistics; trip survey providing specific data like where they went, type of boat used, length of time boat used; and a participant survey that will be done in January 2013. The participant portion will be done in January 2013 to determine who participated in boating and who did not. Data collection for the 2012 Survey may reach 60,000 households.

For the purpose of the Survey, a boating household is one in which at least one member participated in recreational boating. About 32 million households did participate in some sort of recreational boating in 2011. Dr. Gwet presented slides showing 2011 boat ownership and participation by region (Northeast, South, Midwest and West as defined by the census bureau); boat registration statistics; and distribution by boat type. The Survey collected the total number of boats owned, not registered boats. He commented that many unregistered powerboats are probably not being used, which is the most likely reason why they are not registered. He did say the majority of powerboats are registered, while the majority of kayaks and canoes are unregistered. The greatest numbers of registered boats are PWCs and powerboats which is not a surprise since most states require these boats be registered. He noted that the Midwest and South regions have the majority of powerboats while the Northeast and South regions have the majority of sailboats. The numbers from the Survey are pretty close to the registration information from

*89th Meeting
of the
National Boating Safety Advisory Council*

the states. He observed that the Survey will provide the number of unregistered boats, data not collected elsewhere.

Moving on to the findings of recreational boating participation in 2011, Dr. Gwet said that an estimated 69.5 million people (49 million adults and 14.7 million children) participated in recreational boating. The Survey also estimated that 25 million people used their boats for fishing. He then showed a chart with a break-down of the distribution of adult boaters by type of boat, which showed powerboats are used the most (69%), while sailboats represent the smallest portion of the population (10%). Charts showing statistics in the four regions indicated that powerboat use doesn't change much by region.

Dr. Gwet explained exposure statistics are one of the main reasons why the Coast Guard conducted the Survey, as it will help them obtain a better estimation of the risks associated with recreational boating. Exposure statistics will allow them to compare state to state casualties vs. exposure hours. They found that, on average, each participant spent 50 hours annually on recreational boats in 2011. He mentioned the number of exposure hours didn't vary drastically by boat type though power boats still led in hours.

Dr. Gwet encouraged caution when using the 2011 numbers as the statistics are expected to be different from the 2012 data due to the change in the method of the Survey. However, he did say they consider the 2011 numbers to be reliable and do not expect big differences. Upon the conclusion of his presentation, he invited questions.

Mr. Maxim asked whether the exposure hours were boat hours or person hours. Dr. Gwet replied that the numbers are person hours. When an individual is in a boat with another person, the time is counted as two person hours.

Mr. Dogan inquired as to whether there was any breakdown between sizes of sailboats, or power boats. Dr. Gwet said there would be a breakdown in size in the final report of the 2011 Survey.

Mr. Stec mentioned that he monitors three different surveys from other organizations and they show higher numbers. He realizes there will be a methodology shift for the 2012, but wanted to let the Coast Guard know that ACA will be monitoring the numbers and will compare them to other surveys. He wondered if paddle sports might be under represented in the preliminary numbers.

In response, Dr. Gwet said they are aware of the existence of other surveys. He mentioned that they are confident in their numbers and the contractor has a lot of experience conducting large scale surveys. He assured Mr. Stec that they will be happy to look at other numbers to see how they compare. Dr. Gwet went on to say the methodology isn't the only thing that can explain the difference. There are many other things that can contribute to the different numbers, such as how the terms are defined and which groups were included.

Mr. Stec agreed, and said he just wanted to bring the initial discrepancies to the Coast Guard's attention.

*89th Meeting
of the
National Boating Safety Advisory Council*

Mr. Hoedt noted that the state of Texas was left off the map on the slide showing the U.S. Census regions and assured the Council that Texas wasn't excluded from the Survey; it was simply left off the map. He said they were looking to provide the 2011 numbers for planning purposes, not setting a baseline for targets. As the numbers are being run through a series of tests, including comparisons with other surveys, finding the difference between the 2011 and 2012 Surveys will have to wait until the comparisons have been finalized.

Mr. Moore asked if there was a possibility that the 2011 numbers could be used to conduct state by state comparisons. Dr. Gwet said it would be possible when the 2012 data is available, but not with the 2011 data.

Mr. Hoedt mentioned that it might be possible to do comparisons on a regional basis, but because of the smaller sample size, it is not feasible to be state specific.

Mr. J. Johnson inquired as to the confidence in error within the sample size. Dr. Gwet answered that the errors are being calculated and all numbers would be available once this was completed. He said the statistical error would vary by estimate meaning a statistical error would be provided for each estimate. The sample size of the 2011 Survey was good enough to provide national statistics and for the broad regions.

Mr. Maxim explained the difference between the precision of an estimate and the accuracy of that estimate. He said the issue with the 2011 data is that it is a 12 month recall. He then asked Mr. Stec to provide any surveys that he would like compared to the Coast Guard Survey.

In regard to the precision of the numbers, Dr. Gwet said that the statistical error is not the only possible error as the Survey is also dependent on the honesty of the people providing the numbers.

Mr. Rippy requested clarification on what is included in the "other" categories. Dr. Gwet explained that "other" includes any boat type that respondents didn't know how to categorize into either a powerboat, PWC, canoe or kayak. He advised that the questionnaire has more information regarding categories and it will be necessary to read the specific comments on boat type collected from the participants.

Ms. Podlich asked for clarification on the Midwest/Northeast slide, which compared powerboats and kayaks while the West and South slide compared powerboats and canoes. She was curious as to whether canoes and kayaks were used interchangeably. She also inquired how exposure hours were calculated. After explaining that kayaks and canoes were two different boat types and represented those types in each region, Dr. Gwet then answered that all the exposure hour statistics were calculated independently as the intention was to use overall exposure hours without consideration to boat type.

Ms. Podlich commented on how most powerboat users only wish they could spend that much time on their boat, and she believes that those numbers were high. Dr. Gwet explained it is not

*89th Meeting
of the
National Boating Safety Advisory Council*

just the hours that the boat is being operated that are counted, but rather all hours that the boat is on the water and occupied by people.

This was further clarified by Mr. Hoedt, who said any time people are in the boat away from the dock, it is counted as an exposure hour, whether or not the engine is running or the paddle is up on a canoe.

Strategic Planning Subcommittee

Welcome and Introductions

Mr. Fred Messmann, Subcommittee Chairman

Mr. Messmann called the roll for the Subcommittee; Ms. Marcia Kull, Mr. Brian Kempf, Mr. Dan Maxim, and Mr. Rob Rippey were present.

Mr. Messmann said he has found it informative and exciting being the Subcommittee Chairman while they are beginning to implement the Strategic Plan. Outlining the agenda, he mentioned Cecilia Duer would give a presentation and new Objective Leaders would be introduced. The workload has been astounding, but they have maintained a great partnership with the Coast Guard, stakeholders, and members associated with the Strategic Plan. Emphasizing the amount of work that has been done in six months, he stated that DHS should be able to see the value of volunteers and the partnerships instrumental in this accomplishment. He then thanked all the members who have been involved with the process.

Outreach to Partners for Implementation of the National Recreational Boating Safety Program Strategic Plan

Ms. Cecilia Duer, Executive Director, National Water Safety Congress

Ms. Cecilia Duer discussed outreach for the Strategic Plan and mentioned that they had partners sign on because they were educated about what the Plan is and what it would do, which is an important step in the process of implementing the Plan. She went on to say some of the partners who signed the Plan were supporters, not implementing partners, and they might want to amend part of the Plan to identify which individuals are supporters and which are implementing partners. She stated that they needed to find a way to implement the Plan at the Summit (International Boating and Water Safety Summit) as it is the only place where all the partners gather. She then invited Mr. Craddock to join her to talk about the Strategic Plan Implementation Session at the Summit.

Report on the National Recreational Boating Safety Program Strategic Plan Implementation Session Held at the 2012 International Boating and Water Safety Summit

Ms. Cecilia Duer, Executive Director, National Water Safety Congress

Mr. Jerry Craddock, National Water Safety Congress

Ms. Duer said the Strategic Plan Implementation Session was held at the Summit on March 7, 2012 in San Diego, CA with all partners in attendance. She said they wanted to make sure the Plan was moving forward and the partners were using it. Mr. Craddock mentioned he had seen

*89th Meeting
of the
National Boating Safety Advisory Council*

education put into the form of a pamphlet too often and they wanted to change this by bringing the Plan to life. Explaining that the Summit was more like an event where they put people to work, Ms. Duer said it began with people not fully understanding the Plan so the position descriptions were reviewed with the partners to explain their roles.

They explained the process of pulling together this event at the Summit. They started with a concept, then secured a fast track grant from the Coast Guard, and finally had all the partners take on the objectives and present them on the beach. Not only did the Plan partners participate, but there was assistance from the local authorities in San Diego. The event focused on the importance of keeping information in front of the partners. Ms. Duer explained how everything, from room keys to scavenger hunts, contained a reminder of what the Plan was and why they were there to implement it.

Ms. Duer said 125 people completed a survey, but they were hoping to receive more feedback. Based on the surveys, the Summit was successful and there were 22 new organizations that would like to be implementing partners.

After mentioning that a Summit will be held in San Antonio, Texas, next March, she said it is necessary to make sure the partners know what their obligations are for the year. To achieve this, the partners will receive an email every month describing what they can do in that month. As there are 11 objectives and 12 months, month 12 will be the Summit. Ms. Duer stressed how important it is that all partners participate as implementing partners and it is a priority to actively assist all partners who are implementing the Plan. She recommended the Coast Guard ensures active participation by the partners continues. Ms. Duer praised Mr. Hoedt's staff, and told him this could not have been done without them.

Larry Meddock said he was a naysayer prior to the Summit. He said he has never seen anything more professionally done and well executed.

Following their presentation, Mr. Hoedt and CAPT Rizzo presented the Pillar of Support Award to Ms. Duer and Mr. Craddock in recognition of their outstanding and creative efforts to implement the Strategic Plan of the National Recreational Boating Safety Program.

Mr. Messmann revealed the theme for the San Antonio Summit: "Remember the Plan". He extended his thanks to Ms. Duer and Mr. Craddock for their hard work.

Review of the Implementation Progress of the 2012-2016 National Recreational Boating Safety Program Strategic Plan

Mr. Fred Messmann, Subcommittee Chairman

Mr. Messmann stated that all Objective Leaders for the Strategic Plan were in the room and asked that any questions on the update of the Strategic Plan be directed to the responsible Objective Leader. He said he was still working closely with the leaders and found some to be apprehensive about the questions that should be asked and the data they need to collect. He assured them that protocol is less of a concern than the initial discovery of what kind of

*89th Meeting
of the
National Boating Safety Advisory Council*

information could be obtained during this first attempt. Mr. Messmann said he was impressed with the number of reports that came in and the amount of work that has been accomplished. He stated that the communication of Objective Leaders with each other, as well as with the Coast Guard liaisons and the implementing partners, has been instrumental in keeping everyone updated on each objective.

He introduced two new Objective Leaders: Tom Dogan now heads Objective 5 and Brian Kempf has Objective 8.

Mr. Messmann's presentation outlined all 11 objectives, providing the name of the Objective Leader and giving a bulleted overview of each; the entirety of each objective is posted to Basecamp.

- **Objective 1:** Working towards accurate counting of course completions/certificates. Coast Guard is conducting state program visits/audits and discussing PRPII reporting of certificates. NASBLA will work with states and course providers to improve reporting. NASBLA Education Committee recommendations were discussed as were states' boater education legislative efforts. Per a NASBLA study, more focus on waterway navigation and the consequences of alcohol use was suggested by participants of boating safety courses. Objective Leader: Pam Dillon.
- **Objective 2:** A new outreach website, www.boatingmag.com/boatingsafety, was launched in December 2011 via a grant to the Water Sports Foundation. The approved "Grandpa" and "Bottoms up" ads were displayed. The distribution of the "Wear It" campaign was discussed. Information and courses in foreign languages are being developed. Objective Leader: Larry Meddock.
- **Objective 3:** Instructors are being trained and training students on-the-water. He provided the number of students educated in advanced or on-the-water courses by various organizations. They hope to see an increase in the numbers in the next report. A non-profit organization grant was let to coordinate best practices for on-water skills-based education courses. Objective Leader: Cecilia Duer.
- **Objective 4:** The National Observation Study continued and should continue to be conducted. Adult wear rates on open motor boats have flatlined but the wear rate for youth is at its highest. The average wear rate increased slightly and the work needs to continue so wear rates don't go down, but increase. Ready Set Inflate! expanded in 2012 to include all life jackets, and with special outreach to children, charging children to carry Wear It! message to parents. "Ready, Set, Wear It" will occur on May 19, in time for National Safety Boating Week. USCG published Final Rule regarding inflatable PFDs and performance standards with industry standards. Life jacket working group provided its recommendation to NBSAC which was forwarded to the Coast Guard for action. Objective Leader: Dorothy Takashina.

Following the slide outlining Objective 4, Mr. Hoedt said they have a list, developed by Pennsylvania, of states that have seasonal life jacket requirements and they will provide a copy of that list to the Council. Mr. Messmann replied that he would appreciate it and they would put it together for the next NBSAC meeting. Mr. Messmann stated that he would like to start

*89th Meeting
of the
National Boating Safety Advisory Council*

tracking statistics leading to changes in state laws and see what arguments led the state legislatures down that path.

- **Objective 5:** They are moving toward improved consistency in recording NAVRULES violations. ERAC and the USCG are reviewing and proposing revisions to accident contributing factors and causes. The National Safe Boating Council completed a website for navigation rules awareness and a CD with it has been provided to the Council. Objective Leader: Tom Dogan
- **Objective 6:** The number of deaths with alcohol as a factor has flatlined; they hope to see a 5% decrease by 2016. Seated Field Sobriety Tests (SFSTs) are being used during BUI checks in many states and NASBLA is vigorously conducting training on the suite of tests. Operation Dry Water is scheduled for June 23 and 24. The number of boater contacts and media contacts for this event has increased dramatically. Objective Leader: Richard Moore.

In conjunction with the presentation of Objective 6, Mr. Messmann introduced Mr. Carro to speak on the number of violations reported in MISLE. Mr. Carro stated that he does not have the exact numbers because the Coast Guard mission priorities have changed and enforcement may be contributing to lower numbers. In preparation for Operation Dry Water, Mr. Carro stated that Mr. Moore sent out a video on the SFSTs that is directed to law enforcement folks and attorneys that he felt was very informative. In the past there was limited success in getting the Coast Guard to move towards adoption of the SFSTs, but no pushback was received recently and Coast Guard seems to be willing to consider it. Mr. Carro will continue to follow up on the use of SFSTs by the Coast Guard.

Mr. Messmann suggested that at the next NBSAC meeting they allow Mr. Moore to show a live demonstration of the standardized field sobriety tests on willing participants, if the Chairman agrees.

Mr. Moore mentioned that a lot of states are responding well to the SFSTs and getting officers trained. The response is widespread and there have never been this many classes taught before; it has become a struggle just to keep up. He mentioned the involvement of highway safety with these trainings and the expectation is that the demand will expand quickly.

Mr. Messmann again announced the 2012 Operation Dry Water dates. Pointing out that the 2011 numbers don't tell the whole story, Mr. Moore said not all information was captured in 2009. The number of agencies participating has more than doubled; the number of officers has increased; and the number of vessels and media contacts has increased substantially. He stressed the goal of Operation Dry Water was not about making arrests but bringing about awareness.

Mr. Messmann then continued his presentation:

- **Objective 7:** NMMA's Boat & Yacht Certification programs recently added 2 additional standards, capacity plates and engine/propulsion cut-off devices. BIRMC released its label warning methodology study to the ABYC Technical Committee. A chart was presented

*89th Meeting
of the
National Boating Safety Advisory Council*

showing the number of visits, inspections, discrepancies and resulting safety recalls.

Objective Leader: Marcia Kull

- **Objective 8:** USBI was awarded a FY2012 fast track grant to identify deficient items during VSCs. They will conduct a pilot study in six states in summer 2012. NASBLA's Law Enforcement Committee is working on creative messaging to improve and evaluate outreach efforts for law enforcement agents. Objective Leader: Brian Kempf.
- **Objective 9:** The Final Rule on changes to Standard Numbering System (SNS), Vessel Identification System (VIS), and Boating Accident Reporting Database (BARD) will be effective April 27, 2012. The 2011 recreational accident reporting notice, based on the 15 NBSAC recommendations, received a lot of support. Several Objective 9 strategies were part of the accident reporting request for comments. States are being assisted in training as part of the ERAC B1 work group, tied with the A1 work in progress. Work is in progress for NMMA and NICB partnering. Objective Leader: Fred Messmann.

Mr. Hoedt said the recent final rule for VIS brought together the same terminology, categories, and definitions throughout BARD, VIS, and state numbering systems; unification will require states to adjust some categories within their databases. He said states will have until 2017 to phase in the program. He also mentioned they are hoping to get a legislative change proposal through to assure states that the database is private for law enforcement purposes only, as a means to get states on board.

- **Objective 10:** The National Recreational Boating Survey is underway, as are several other projects to increase the utility of BARD data. There is an ongoing project to improve the data displays used to summarize data in boating statistics. The life jacket wear study rate does not show encouraging trends. Objective Leader: Dan Maxim.
- **Objective 11:** The 2012 grants and their plans for use of the funds will be listed. The ASAP for a more rapid payment of grants has improved the time for grant approval. The backlog of grants for 2009-2010 has been completed and 2011 will be completed in fall of 2012. NBSAC should consider how they would like to receive the information regarding the grants. Objective Leader: Dan Maxim.

In response to a question from Mr. Messmann regarding whether the report for the 2012 grants would be available for the next NBSAC meeting, Mr. Hoedt replied that they have some information available today and will continue to update in each meeting. Mr. Oborski said the abstracts for deliverables of the 2009-2010 grants were posted to Homeport. The 2011-2012 grant deliverables, as well as what they intend to do with the FY2012 funds, will be listed soon. Mr. Messmann mentioned the Coast Guard is funding some great projects and he would like to see those showcased. Mr. Oborski said their intention is to make all of this information available on the office's website at some point.

*89th Meeting
of the
National Boating Safety Advisory Council*

Discussion/ Call for New Business

Mr. Fred Messmann, Subcommittee Chairman

Mr. Messmann called for old or new business. There was none. Mr. Messmann concluded the Subcommittee meeting at 3:31p.m.

Mr. Muldoon thanked the Strategic Planning Subcommittee for their hard work. Mr. Muldoon then called on Mr. Marlow and the Boats and Associated Equipment Subcommittee.

Boats and Associated Equipment Subcommittee

Welcome and Introduction

Mr. Dave Marlow, Subcommittee Chairman

Mr. Marlow called the Subcommittee to order and took roll; Mr. Mike Fields, and Mr. Jeff Johnson were in attendance; Mr. Dick Rowe was not present. Mr. Marlow expressed his hope that the Subcommittee would expand as appointments are made.

Mr. Marlow discussed the agenda items. He then noted that the question of flare disposal and disposal for out of date flares did not make the agenda. Mr. Marlow assured the Subcommittee it would be addressed at the next meeting, as it was requested by a Council member.

Mr. Marlow began with the discussion of the propeller strike injury avoidance program saying the topic has been long discussed, and progressed through several Subcommittee chairmanships. He noted the Council has always felt that the emergency cut-off switch lanyard remains an excellent deterrent device when it is worn. There has been a collective agreement that it would be an excellent opportunity to save lives and it was presented by the Coast Guard in an ANPRM. He said there were gaps in the information required to move forward; additional survey data from the states will be required. As Jeff Ludwig was unavailable, Ms. Warner was asked to speak about the data.

Propeller Strike Injury Avoidance

USCG Regulatory Projects/ Engine Cutoff Lanyard Project Update

**Ms. Rachel Warner, Program Management Branch, Boating Safety Division
presenting in lieu of Mr. Jeff Ludwig**

Ms. Warner informed the Council that the comments received to the ANPRM, which had 29 questions, did not provide enough data, as many of the responses were anecdotal. After reviewing the responses to the ANPRM, the Coast Guard reached out to the five states with engine cut-off requirements for additional input. The responses from these states did not provide enough hard data; therefore definitive data is not yet available. She said they are working to put together a contract to perform a study and conduct surveys. Mr. Marlow inquired as to the time frame on data collection. Ms. Warner replied she was unsure.

*89th Meeting
of the
National Boating Safety Advisory Council*

Ms. Warner asked for any kind of feedback from the Council or audience members to the questions in the ANPRM. Several members of the Council expressed their reluctance to comment on the ANPRM due to the number of questions and the specific nature of those questions. Mr. Hawley said he was hesitant to respond to the ANPRM due to the number of questions and the specificity of many of the questions. Mr. Hawley said he had some anecdotal information that might help. Following up on the possible intimidation caused by a large number of questions, Mr. Moore said that a lesson was learned on the opportunity for comments. He stated that the questions should be relative and easy to answer.

Mr. Hoedt interjected that the questions are available and can be shared while looking for creative ways to get information without being intimidating. Mr. Marlow requested information on the collection time frame and asked what it says when people don't respond. There was no specific time frame, according to Mr. Hoedt, as they were just trying to complete the task and accumulate the data however possible and in whatever time frame it took.

Mr. Marlow asked if additional discussion on engine cut-off switches was necessary. As there was nothing, he moved on to the propeller avoidance project. The intention of this project was to define "risk mitigation" and what it looked like. He then requested that Mr. Dick Blackman give a quick presentation on where the project stands.

Propeller Strike Injury Avoidance Project

Mr. Dick Blackman, ABYC/CED Consulting

Mr. Phil Cappel, Chief, Product Assurance Branch, Boating Safety Division

Mr. Blackman thanked the Chairman. He stated that they are in the final process of putting together the propeller injury protocol to repeatably test injury mitigation devices (prop guards) in order to determine under what circumstances they might be of some value to a boater to reduce the risk of propeller injuries. This protocol will help determine what kind of guards might make an impact on a particular type of boat, particular type of engine. In this current phase of the project, the work from previous phases, as well as historical knowledge, is being pulled together to produce the draft test protocol. He went on to say the draft protocol was produced and briefed in detail at the last Coast Guard mitigation meeting in February; submitted to interested parties on March 2, 2012; and feedback was requested. The peer review feedback, that closed on April 11, 2012, was comprised of 14 comments received from victim advocates, NMMA, device and boat manufacturers, and attorneys. All comments were positive and constructive. They included suggestions ranging from changes to the title and metrics and changes in test procedures. Appropriate modifications will be made to the protocol document during a meeting held the week following the Council meeting and delivery to the Coast Guard is expected at the end of May.

Mr. Cappel added that once the final test protocol report is received, the Coast Guard would post it on their website and advertise it through semi-annual meetings at boating venues. He hoped that industry partners would help spread the word as well. He stated that they have not found the "silver bullet" – the right device that would protect all propellers with the same device – but he hopes the protocol will help raise the standards of safety for propeller guards. Mr. Cappel said

**89th Meeting
of the
National Boating Safety Advisory Council**

many of the current propeller guard manufacturers do provide information about the caveats of their propeller guard. Referencing Objective 7, he mentioned the manufacturing industry is growing even though the major builders seem to be having trouble selling their boats.

Mr. Stec brought up a series of videos on propeller strikes shown at a previous NBSAC meeting. He observed it appeared that the propeller guards in those videos seemed to cause more damage than direct strikes. He asked whether any innovations have been made on the process.

In answer, Mr. Cappel said the goal of the protocol is to provide a prop guard manufacturer with tests that will show him where there are weaknesses with the guard, giving him areas for improvement. One of the phases of this analysis, showed that a lot of accidents occur when people are boarding using boat ladders. Based on this output, ABYC came up with one improvement which placed the first ladder rung farther down, moving people away from the propeller.

Grant Projects related to Boats & Associated Equipment

Hand vs. Foot Throttle

Capsizing and Swamping

Boating Safety Checklist

Mr. John Adey, President, American Boat and Yacht Council

Mr. Adey began by describing the regulatory climate and the bare minimum of safety requirements that boaters want. He mentioned that ABYC is always looking for new ways to protect boaters and said if you can't get a regulation through, you can write a standard. If an ABYC standard is adopted by NMMA, then 90% of the boats going out on the water will be affected by the standard. He noted the A-33 Lanyard Standard is in its second review and, as part of the certification standard; it will move forward and be incorporated. He requested the Council utilize ABYC as they are participants in the meetings and can act more quickly on the issues discussed; they are trying to write as many standards as possible. He mentioned the purpose of the grants is regulation versus a group of people that have the ability to figure out what their industry needs and what the public needs and to create an engineering standard to resolve it. He pointed out that it is easier to create a voluntary standard by going through the American National Standards Institute (ANSI) process than to go through the regulatory process; like creation, changing a standard is easier than changing regulation.

In a discussion of the hand throttle versus foot throttle grant, Mr. Adey advised that the on-water testing did not show enough difference in human reaction time to justify the engineering changes. He described a hand throttle as "set it and forget it" as it is not affected by waves or a shift in body weight. While a foot throttle could be modified to resist wave oscillations, the ends do not justify the means. After analysis, ABYC found there was no reason to modify the standards to incorporate a foot throttle. He announced that the boat used to conduct the tests was located at the Coast Guard facility in Solomon's Island, MD, and was available for anyone interested in performing tests.

*89th Meeting
of the
National Boating Safety Advisory Council*

He then moved on to the capsizing and swamping grant. Mr. Adey said grant writing involves a lot of “what if’s” and looking at accidents to determine what can be done to save lives. When investigating a capsizing, swamping and sinking, it was necessary to determine whether everyone reported it the same way—is a capsizing in one state the same as in another? They found it was not, though it was suggested that a universal way to define and look at an accident involving capsizing and swamping be developed. They also looked at how the boats were holding up to determine whether ABYC and Coast Guard standards are adequate. A number of accidents were evaluated and they found that level or modified-level floatation is needed, but there is no standard for where it should be placed in the boat. If the floatation is in the wrong place, the boat’s stability can be affected. Based on this information, they now require physical testing of the boat as part of the floatation standard. The grant will be completed in a week and the final analysis will be available then.

An audience member inquired as to whether they would be providing a universal terminology definition for capsized. As swamping and sinking may not mean the same thing to different people, Mr. Adey stated the necessity of ensuring everyone’s definitions were the same.

An audience member asked if other recommendations for foam placement and sinking are coming out. Mr. Adey replied that physical testing will be in the new version of the standard and pointed out testing is free as long as the boat builder can get the boat to the Coast Guard test facility. The builder will be advised immediately whether it passed or failed and recommendations will be made while the testing is in progress.

Mr. Hawley posed a question regarding provisions for righting capsized vessels and asked if the assumption made was that it went down on a level plane. This is difficult to achieve and Mr. Adey said in the early days of H-8, in the 1980s, they tried to do a dynamic test but it was so difficult to achieve that this current standard is what they settled on. There has been no righting moment discussion.

Referring to the slide being displayed, Mr. Cappel pointed out the straps under the boat help catch the boat should it start to sink during testing.

Mr. Adey continued to the boating safety checklist grant, which is a departure for ABYC as it does not apply to manufacturing but rather to proper equipment. The first stage was a comprehensive literature search. The contractor looked at every representation of what should be on a boat and compiled that as the first deliverable. One of the items he plans to include on the checklist is to ask who on the boat knows how to swim, per a checklist Mr. Hawley provided. One of the ideas they have is to get a life raft on the list, to do this they are going to make the checklist interactive and base the possible checklist categories on the various ISO categories of conditions that could be expected for boating. He advised that they are working on a smart phone app for delivery to boaters that will allow them to enter some basic information and then choose the category of conditions and type of boat. The app will then provide them with both a mandatory and suggested list of supplies. It will be a dynamic list based on what the boater intends to do; the app is currently under review.

**89th Meeting
of the
National Boating Safety Advisory Council**

Mr. Adey replied to Mr. Maxim's previous question regarding flare disposal by saying ABYC previously conducted a grant on this topic for the Coast Guard. He said there are a number of ways to dispose of flares, but until they can be transported from one place to another legally, they cannot make a Coast Guard recommendation because they can't tell boaters to break the law by driving their flares to a location for disposal. He advised that they would be happy to report on that previous grant at the next meeting.

Mr. Maxim recommended a book called *The Checklist Manifesto*, which illustrates effective ways to write a checklist. He stated that it needs to be more than just a list and the sequence of the items is important. He also recommended Mr. Adey look into Daniel Boorman, as he is an expert on developing checklists.

Mr. Marlow asked if emergency locator beacons would be on the checklist. Mr. Adey replied that they were in the paperwork.

Mr. Kempf asked whether there was any provision in the grant to create a static display besides the Smartphone app. Mr. Adey stated that a card, with a checklist, will be sent to registered boaters to find out how they are using things based on category. The company writing the Smartphone app will, with the permission of Brunswick, include a waterproof tear out card in owner's manuals for OEM products.

A mention of his use of a Smartphone app for vessel safety checks produced by 'Florida By Water' was made by Mr. Hawley who said it will tell you what federal regulations are required by vessel type. Mr. Adey responded that he has reviewed that checklist. He also advised that the app planned by ABYC will include reminders of expiration dates, such as expired flares and fire extinguishers, and the app will be free.

Mr. Stec asked if it will be for power, sail, and paddle; Mr. Adey assured him that is their intention.

Mr. Marlow requested that Mr. Maxim help look into flare disposal and report back as to whether the Subcommittee needs to inquire further.

Mr. Muldoon congratulated Mr. Adey on his promotion to President of ABYC.

Mr. Marlow stated that they are ahead of schedule and would move into Saturday's agenda. The discussions on emergency locator beacons and updating the federal safety standards would be held over until the following day's session.

Mr. Marlow stated that Ms. Kull brought up an item for discussion. Ms. Kull asked about the status of the National Park Service investigation into prevention of carbon monoxide deaths and injuries within their jurisdiction.

In answer, Mr. Marlow advised that a document by the National Park Service dated in January detailed their investigation into risk assessment, evaluating the potential CO hazards associated

***89th Meeting
of the
National Boating Safety Advisory Council***

with recreational boating activities in their parks, as well as, a study of the accident and fatality data, which led to six actions.

- The concessions contracts to be awarded after March 2012 requires all gasoline powered generators rentals must be retrofitted, within 12 months, with vertical stack exhaust systems that extend at least 9 feet above the upper deck of the vessel to reduce CO exposure.
- For concession contracts awarded after March, boat rental concessioners must provide a phase-in plan to convert by 2015, outboards that either direct inject with two-stroke or four-stroke low emissions, inboards to catalyze low CO emitting engines and generators to catalyze low CO emitting units. All newly purchased boats must have this equipment at the time they are put into service.
- For existing contracts, concessioners are urged to voluntarily take actions to reduce CO exposure in their rental vessels as aggressively as possible. This may include vertical stacks, as well as installation of low CO emitting systems.
- For new and existing rental boat contracts, rental vessels must be equipped with a CO detection systems that complies with ABYC standard H-24 if they have an enclosed accommodation compartment with either a gasoline powered generator or an inboard gasoline propulsion engine.
- For new and existing contracts involving motor boat rental and marina operation, the concessioner must provide signs about the dangers of CO and how to prevent poisoning on vessels in and around the marina.
- For new and existing contracts involving motor boat rental operations, CO poisoning must be addressed in all motor boat safety briefings and vessel operating manuals for consumers.
- For all new and existing contracts for marinas, concessioners must provide CO hazard information in slip holders. This should consist of a minimum of a “Know More About It” brochure on CO poisoning or equivalent US Coast Guard approved documentation.

Mr. Marlow expressed his satisfaction with the outcome from the investigation and asked if there were questions. Ms. Kull stated she was pleased with the outcome as well.

Mr. Marlow then moved along to the next topic regarding the Vessel Identification System and Hull Identification Numbers (HIN). He stated that adding characters to the HIN was suggested. He said there were a lot of restraints with adding numeric characters to the HIN, as HINs are already being increased by a country code and hyphen. They looked toward benchmarking other industries, including the automotive industry which led to the idea of Ms. Squires’ presentation.

National Insurance Crime Bureau (NICB) Database

Ms. Cindy Squires, Regulatory Counsel, National Marine Manufacturers Association

Ms. Cindy Squires announced she would be showing an old PowerPoint presentation to demonstrate that projects can often take time to complete. She pointed out that it is often beneficial to look outside what you have decided is the solution; and instead look at the problem you are trying to solve to see if there are other solutions. She mentioned an alternative plan to adding numbers to the HIN, and used the car industry as an example. When a car is built, all

*89th Meeting
of the
National Boating Safety Advisory Council*

information goes to the NICB database, which provides a valuable resource in the recovery of lost property. Following the proposal to transfer vessel information to NICB from the boat manufacturer, the necessary software changes were made to NICB and successful beta testing was completed. The hope is to roll this out to the boat industry by the end of the year. A separate database will be established to record the location of the secondary HIN. She said they will be setting up meetings with the Coast Guard and NICB to decide the best means to give the Coast Guard access to the database; both in the field and through the Boating Safety Division. Hopefully a rollout will be available by the end of the year.

Mr. Moore asked whether they expect to have previous years of data in the system. Ms. Squires stated that is the plan and they will ask the manufacturers to go back as far as they can. She wished this had been done earlier, before so many manufacturers went out of business. Ms. Squires advised it should contain information going back 10 years, but the request will be for as far back as possible. It would also depend on who bought what production lines and whether the manufacturers kept their databases live.

Mr. Marlow interjected that they had hoped for quicker turnaround times on implementation but the downturn in the industry caused a year and a half delay. Following the receipt of funding, it was given to IT and there has been a struggle in IT from both NICB and boat manufacturers but it has turned around and data streaming is now going in both directions.

Ms. Squires said NMMA would roll it out to their other members and hoped members would be encouraged to participate. She said they may, in the future, move towards making it a condition of membership.

Calling to attention the difficulty of the secondary, hidden HIN, Mr. Marlow pointed out the struggle that manufacturers face when they receive a call from law enforcement as it is hard to provide information without first running an exhaustive verification process to ensure the identity of the caller. With NICB holding the data, there is security in experience.

USCG Reauthorization Bill

Updates on the Effects of Ethanol on Fuel Systems Study

Phil Cappel, Chief, Product Assurance Branch, Boating Safety Division

Mr. Marlow gave a brief background on the effects of ethanol and blends before introducing Mr. Cappel to discuss the updates on the study.

Mr. Cappel stated that the Coast Guard Authorization Act of 2010 included a requirement for the Coast Guard to conduct a survey of blended fuels in marine applications. The second phase of this was to do a three-year study of testing in marine applications. The survey was completed and is very short because not a lot of data was available. Mr. Cappel mentioned that not a lot of testing was performed on ethanol in marine applications but most anecdotal accounts, found via Google and written by mechanics, blame problems on ethanol. Further studies are needed but the funding was not provided for the test plan. The Coast Guard has put the test plan on hold pending appropriation of the necessary funds. DOE is working with Bombardier Recreational

***89th Meeting
of the
National Boating Safety Advisory Council***

Products (BRP) and BRP is working with the Coast Guard's Research and Development Center on this topic. The Coast Guard is also working with the Defense Logistics Agency to try to develop a non-alcohol/ non-ethanol blended fuel for use in smaller Coast Guard vessels. The E-15 tests have not gone well so the testing is moving toward isobutanol and biobutanol. ABYC and NMMA did some testing with isobutanol and there is a plan to open an isobutanol plant that was converted from an ethanol plant. Oxygenating does not increase the heat at which the engine burns it so butanol seems to be the way to go.

Mr. Marlow mentioned a report has been submitted to Congress for additional funding. Other than that, there was no additional forward progress than the testing seen in the industry.

Mr. Hawley asked if the effect of ethanol had been observed in existing systems or in new boats that meet the standards as well as the percentages of ethanol involved.

Testing was done on new engines by Mercury and VolvoPenta. Mr. Cappel clarified the larger older fleet had not been tested as the plan was to test new boats with 10% and 15% ethanol, as well as boats at least 10 years old with the same ethanol percentages. The plan was to test them as boaters do; don't use them regularly but let them sit, then take them on vacation where they are used every day and then put up for winter, it is impossible to run them as boaters do for testing purposes. It is also not possible to strip them down and look at the engine.

Mr. Huntsman asked if any analysis or review was done on fuel lines. Reiterating that most information comes from anecdotal sources, Mr. Cappel said static testing was done on fuel lines and newer boats would probably pass due to EPA requirements. He mentioned that they do know that ethanol ate through some old fiberglass gasoline tanks built in the early 1970s.

Mr. Marlow announced the agenda for the Subcommittee concluded for the day at 4:48pm and the remaining items would be discussed on the following day.

Mr. Muldoon thanked Mr. Marlow and his Subcommittee for their work. Then he said one of the pleasures he gets is to acknowledge people for achieving positive things, and congratulated Ms. Margaret Podlich on becoming President of BoatU.S.

Mr. Hoedt then recognized Mr. Larry Meddock for his receipt of the Award of Distinction from the American Water Ski Educational Foundation.

Mr. Muldoon inquired whether there was any more business to be addressed. Hearing none, he adjourned the meeting at 4:50pm.

Saturday, April 14, 2012

*89th Meeting
of the
National Boating Safety Advisory Council*

Mr. Muldoon called the meeting to order at 8:00am and asked Mr. Marlow to complete his Subcommittee agenda.

**Boats and Associated Equipment Subcommittee
Mr. Dave Marlow, Subcommittee Chairman**

Mr. Marlow said he had two topics left to discuss from yesterday.

First he spoke about the process for updating federal safety standards, i.e., engine weight tables, ballast bags, country codes for HINs, powering, and persons capacity. He said his work in a standards environment made him realize that the federal regulations currently associated with boats today are in dire need of updating. He acknowledged that the present regulatory climate doesn't necessarily seek those updates in a timely manner; however he wished to point out that the Coast Guard has assigned approximately 200 new MICs (Manufacturer Identification Code) to manufacturers that are starting up or re-starting up. He said a portion of these new manufacturers would not be NMMA members; therefore they would be operating from the knowledge provided by the USCG. Their knowledge would be based on the current 33 CFR Part 183: Boats and Associated Equipment language. He said the most glaring issue was engine weights. He noted that engines have gone through significant technology changes—there is now a predominance of four-stroke outboards, which often carry a 100-pound higher weight requirement for foam flotation calculations. He said a key issue in the regulations was flotation requirements. Since they were put into practice in the 1970s, there has been a significant drop-off in sinkings and fatalities from boats capsizing or swamping. He posed the topic to the Subcommittee and the Boating Safety Division to try to understand by what means can it be practical to try to review the current 33CFR requirements, understand what changes need to be made from a risk mitigation standpoint, and put the changes into effect.

Mr. Muldoon said this is an excellent subject. He said there had also been many discussions in the past about the weight of people as it relates to boating; he pointed out that issue also needs to be revisited. He asked Mr. Marlow about how he would like to proceed.

Mr. Marlow said that the most direct way to proceed would be to gather a group of industry members and interested professionals to review the standards. He said this was already done in 2008, when industry members and ABYC reviewed 33 CFR and suggested several important changes. He proposed that they go through that process again in a tighter timeframe and send those suggested recommendations to the Boating Safety Division.

Mr. Muldoon asked if they would bring the results to the Council first and then to the Coast Guard. Mr. Marlow said they would. Mr. Muldoon asked Mr. Marlow if his Subcommittee would like to put together a list of participants for this work. Mr. Marlow agreed to do so and noted that much of the group's work would be conducted via email and conference calls due to budget constraints.

*89th Meeting
of the
National Boating Safety Advisory Council*

Mr. Marlow suggested that they involve the voluntary standards writing organization, which had been helpful in compiling the previous document. He speculated that they might need additional time, given the amount of concern about the ability to change the regulations in the near term, so that ABYC could fill in the information gaps in the voluntary standards process.

CAPT Rizzo agreed that the Coast Guard should move forward with the suggestion, and requested a list of potential team members.

Ms. Kull asked the likelihood of instituting changes to the CFRs. She stressed that it was important to know the possibility of that before putting together a working group, which would invest a great deal of time coming up with recommendations.

Mr. Hoedt said that one avenue to pursue would be to examine the directive they are currently working under, in an attempt to coordinate with Canada for trade purposes and regulatory measures. If this fit within that realm, it might help on the timeframe. He said that with a standard timeframe he wasn't sure it would be successful.

Ms. Kull asked when the Coast Guard would know whether or not that strategy would work. Mr. Hoedt said he did not have a definite answer at this time. Ms. Kull noted that throughout the years, the Council had repeatedly recommended that CFRs be amended, with no action taken. She recognized that this wasn't the fault of the Coast Guard; rather, the Administration blocked it for various reasons. She said this highlighted the importance of a viable, forward-thinking voluntary standards group, and liked the idea of merging it with the Canadian regulations.

Mr. Cappel observed that the same thing was happening with the PFDs for children, and the Coast Guard regulations now hinder the voluntary standards. The voluntary standards can only supplement the standards, they can't supersede them. He brought up the problem with the weight table for engines, which ABYC had updated when four-stroke engines were introduced; however the Coast Guard was not able to do that. He said that now two standards exist—regulatory and voluntary. He pointed out that ABYC voluntary standards were higher, but that the Coast Guard was not able to make the change to the weight table. He suggested that if all the groups proposed changing the entire set of regulations en masse, they might have a better chance than if they took a piecemeal approach. He said that the process was very time-consuming—back in 2008, the different groups went through the regulations line by line, and there was often a lack of consensus among the members. Mr. Cappel said they began with what they felt was the simplest issue, fuel regulations. The problem was to decide on precise changes so they wouldn't have to revisit them every year as new technologies emerged. He hoped that the need to harmonize with the Canadians might place more emphasis on the issue of regulatory change.

Mr. Muldoon asked if a volunteer group should be formed to make recommendations. Mr. Cappel agreed and suggested they start with the list from the previous group of volunteers. Mr. Marlow said he would put together a work group of interested parties, and encouraged anyone interested in participating to let him know.

*89th Meeting
of the
National Boating Safety Advisory Council*

Mr. Snyder said this would be a good time to catch up with ABYC's weight standards. He pointed out that, in today's four-stroke engine market, the competition between outboard manufacturers is to make those engines as lightweight as possible.

Ms. Podlich asked to what extent the 2008 working group's recommendations have been implemented. Mr. Marlow answered that to his knowledge, none had been. Mr. Cappel said the Coast Guard began reviewing the regulations in 2008. However, he pointed out that since then they lost three engineers and he needed a full staff to make decisions on all the issues. He thought it would be difficult to take up where they left off in 2008, but with his new staff of good engineers, it would be possible to work within a six-month timeframe.

Mr. Marlow said that even though the process of changing the regulations might be time consuming, it might also yield valuable information for a boating safety circular whose distribution might reach MIC holders and those at the state level.

Mr. Hoedt reminded the group that the Coast Guard would attempt to tie this in with the Canadian coordination effort to get it moving. He also cautioned that the Coast Guard would still have to be cautious about what to include; if it appeared they were adding too many new changes, the cost-benefit analysis might impede progress. The Coast Guard would have to show proof that casualties would be avoided if the recommendations were acted upon.

Ms. Kull wondered if they had considered where the harmonization would need to take place. Mr. Hoedt said he couldn't give her a precise answer. His office would check with the regulatory and legal offices at Headquarters to determine how to move forward with this project.

Mr. J. Johnson asked if it was easier to eliminate a regulation if it is anachronistic. Mr. Hoedt affirmed that it was.

Mr. Cappel stated that the Canadian standards follow those of ABYC, which meant that the U.S. would need to upgrade its standards to harmonize with Canada. He also mentioned that last October, agency heads were issued an Executive Order to review all their old regulations and this Order might help speed up the changes.

Mr. Marlow called for additional questions on this topic. Hearing none, he moved on to the next discussion topic.

**USCG Reauthorization Bill
New Regulatory Authority for Emergency Locator Beacons Working Group Updates
Dave Marlow, Subcommittee Chairman
CDR Max Moser, Office of Search and Rescue**

Mr. Marlow began his presentation by stating that, following the NBSAC October 2011 meeting, a working group was developed to evaluate whether the Coast Guard should require the use of emergency locator beacons (ELB) on recreational vessels three or more nautical miles (NM) offshore. Because of the high cost of search and rescue (SAR) operations—both in lives and

**89th Meeting
of the
National Boating Safety Advisory Council**

property—it seemed logical to conduct an in-depth review of a carriage requirement for VHF's and ELB's. The working group's efforts would be passed on to the Boats and Associated Equipment Subcommittee for consideration and potential recommendation or proposed rulemaking. He named Chuck Hawley as the vice chair of the working group; other members included CAPT David McBride, CDR Max Moser, Mr. Jack Fueschel, Mr. Jeff Johnson, Mr. Mike Fields, Mr. Dean Clarke, Mr. Dan Maxim, Ms. Dorothy Takashina, Mr. Larry Yarborough, Ms. Cindy Squires, Mr. Mike Jendrossek, Mr. Gordy Garrett, Mr. Jeff Ludwig, and Mr. Jeff Hoedt.

The group's research revealed two sides to the issue: one sees the logic in requiring some form of alert or signaling system for boats traveling outside the visual sight of shore; the other side sees it as yet another intervention into the private lives of recreational boaters. The fact remains that SAR goes on every day and it costs money, and with the current SARSAT, AMVER, Rescue 21, and other systems, mariners are still lost at sea. As the work group discussed this issue, they came up with some questions:

- What percentage of SAR operations is commercial versus recreational craft?
- How many recreational boaters go offshore? How far—3NM? 20NM? Is there any way the National Survey or other sources can help answer those questions?
- How many recreational boaters are rescued offshore, and how far offshore?
- How many of those are successfully aided by current systems, such as VHF or ELB? Of those who were not, how many would have been successful if those systems had been in use?
- What is the distance capability of devices used today?

Mr. Marlow said that to date, the group has had three conference calls, which have yielded a significant amount of discussion and data compilation. If a recommendation is made, the group will also look at delivery methods. There will be a recommendation to the Boats and Associated Equipment Subcommittee in time for the NBSAC November 2012 meeting. He outlined the five main topic areas:

1. Defining an emergency locator beacon.

Mr. Marlow said that they were continuing to refine this definition, but stated that an emergency locator beacon is a radio beacon that can be used for locating a recreational boater in an emergency. The term covers a personal locator beacon (PLB), an emergency position indicating radio beacon (EPIRB), or any other device placed on a list by the Commandant of the U.S. Coast Guard as a qualified emergency locator device. A qualified emergency locator device does not have to possess all characteristics of a PLB or EPIRB to be placed on the list, and may include a variety of devices that can be carried by boaters to aid in communication with and location.

(Note: This definition applies to vessels operating beyond three nautical miles from the baselines from which the territorial sea of the United States is measured, or beyond three nautical miles from the coastline of the Great Lakes.)

2. Understanding the devices.

Mr. Marlow underscored the need to better understand the types of products (VHF, AIS-SART, SAT phones, cell phones, texting, internet, Global star, SEND, PLBs, EPIRBs) that are used to

*89th Meeting
of the
National Boating Safety Advisory Council*

aid in rescue operations for stranded mariners. Specifically, the group was seeking answers about:

- Annualized costs of the devices;
- Their capabilities and how they interact with current systems;
- Their use in the current population;
- Reliability and propensity for false alerts;
- Registration percentages;
- Position accuracy; and
- Refresh rates.

Through that discussion, Mr. Marlow said they were able to put together a comprehensive comparison chart of emergency communication devices for SAR. Presenting a spreadsheet slide, he explained that the group's vice chairman, Mr. Hawley, worked with committee members to put the information together.

Referencing the slide, Mr. Hawley said the group wanted to obtain an overview of possible devices used for emergency communications. They explored the differences between similar devices, such as various types of handheld VHF's. As they studied this material they tried to understand where an ELB fell within the range of products on the market. He remarked that, because the definition of an ELB is "purposefully vague," it allowed them to look at a variety of competing technologies. The work group realized they had no right to try to require other devices like VHF radios, but where they were excluded, they could suggest beacons as a good solution. He discussed the spreadsheet, which showed the variety of devices available in the industry and how the Coast Guard and other rescue agencies feel about the problem of finding a mariner at sea. Categories in the spreadsheet for which they gathered data were:

- Does the device meet a maritime standard? Many devices are recognized by SOLAS or the Coast Guard; others are more consumer oriented, and thus would not be written into the CFRs.
- How many of these devices are installed in the U.S?
- What is the range of the device? Many of these devices have low transmit power but are transmitting to very sensitive satellites.
- What is the device's coverage area? For example, the installation area of Rescue 21 would largely determine the coverage area for VHF, as opposed to geostationary satellites, which may have a worldwide view.
- Is the device's communication capability data or voice oriented?
- Does the device transmit a unique identification number as part of its transmission protocol? For example, with a cellular telephone call, it has a number associated with it. If you transmit with a PLB or an EPIRB, a unique serialized ID number is transmitted with it. If a VHF radio is not digital selective calling (DSC) enabled, there is no inbuilt identification capability; is there a registration database that would enable a rescuer to identify a person or transmitting station?
- How is a person's position determined? In some cases it is impossible; in other cases (using triangulation or self-location), it can be discovered.
- What is the positional accuracy of the device?

**89th Meeting
of the
National Boating Safety Advisory Council**

- How often does the device re-calculate its location?
- Who is alerted to a transmission?

Mr. Hawley said the work group's objective was to initially conduct a market survey to determine what combination of devices, and their associated costs, would best meet the needs of the authorization bill.

Mr. Marlow said that most of these devices fell within a \$250 range, which made them affordable to most of the boating public. Mr. Hawley pointed out that the prices shown on the spreadsheet did not represent how they will analyze them in the long-term. The group intends to look at annualized costs, in order to balance the cost of meeting a standard, versus the cost of rescue and loss of life and property. He noted that most of the prices shown were retail; they would be cut by a factor of five or even ten if an annualized cost were considered.

3. *Understanding the data.*

Mr. Marlow said the challenge was to:

- Understand what percentages of SAR activities are commercial versus recreational three or more NM offshore.
- Determine the cost of these rescues.
- Find out where the rescues take place—near shore, more than 3NM, 20NM?
- Determine rescue costs for those SAR events with known coordinates versus last known whereabouts.
- Establish how many lives may have been saved if the mariner had carried an emergency location beacon as defined.

Mr. Marlow introduced Mr. Maxim to talk about analyzing the costs involved in mandatory use of locator beacons. Mr. Maxim said their approach would be mode independent. He said they would leave it to the experts to deal with the various modes; their group would deal with the data in abstract terms. In principal, he said there were three major cost factors separate from the annualized cost of the device:

1. On the credit side, if the Coast Guard dispatches resources and must go beyond a specific area to search, incremental costs are involved. Some of these offshore rescues can be very expensive. Consequently, a great deal of money could be saved if locators were provided.
2. On the debit side, if many people are equipped with devices that malfunction, give false positives, or false alarms, resources will be wasted.
3. Most difficult cost to capture; if you know where someone is, you might get there faster and might save the person's life. If get there faster and save a person's life, then that adds a lot of leverage in a cost calculation as a statistical life is currently valued at over \$6 million.

4. *Illustrating the system capabilities.*

Mr. Marlow stressed the importance of visually illustrating the rescue system to the layperson. He explained that this realm was full of acronyms, policies, and procedures, and that many of the systems overlapped. In fact, he said, most of the SAR operations in place today were aimed at

**89th Meeting
of the
National Boating Safety Advisory Council**

the commercial boating industry and shipping industries. The recreational industry is feeding off of the systems already out there. He now understands how Rescue21 works and the importance of it. He said a great deliverable to come out this work group would be an illustration of the device capabilities and system interactions, and how coverage and devices change based on a mariner's position offshore.

5. Ensuring compliance.

Mr. Marlow posed a question—should the task force make a recommendation to the Subcommittee, and subsequently to the Council, how does it enhance the rate of device registration and compliance by the recreational boater?

Mr. Hawley said that the distance of 3 NM chosen in the reauthorization bill brings up questions. He pointed out that a great many devices work fairly well up to 20 NM offshore—including common, inexpensive handheld devices. Far fewer devices work at greater distances, and that complicates efforts to compare what currently exists in the boater's repertoire of products.

**Discussion/ Call for New Business
Dave Marlow, Subcommittee Chairman**

No new business was brought forward.

Mr. Marlow adjourned the Boats and Associated Equipment Subcommittee meeting at 8:51am.

**Prevention through People Subcommittee
Welcome and Introductions
Richard Moore, Subcommittee Chairman**

Mr. Moore called roll for members of the Subcommittee at 8:52am. Mr. Chris Stec, Mr. Les Johnson, Mr. Chuck Hawley, and Mr. Tom Dogan were all present. He then introduced Mr. Stacey to provide an update on the effort to develop hands-on and on-the-water training.

**Hands-on/ On-the-Water Education
Wayne Stacey, Program Operations Branch, Boating Safety Division**

Mr. Stacey told the audience that he was the technical manager for several grants concerning on-the-water training. He posed the question: what are we trying to prevent with on-the-water training? He said that the Coast Guard would like to facilitate a meeting/symposium to bring providers together and establish some recognized standards for course providers to follow.

Mr. Stacey said that currently there are no nationally recognized standards for on-the-water/hands-on education. U.S. Sailing was awarded a grant in which they will be getting 36 subject matter experts together from the three disciplines of sail, paddle, and powerboat to study what they share in common. The current grant covers entry-level powerboaters; they will move on to the other two disciplines after that is completed.

***89th Meeting
of the
National Boating Safety Advisory Council***

He showed several slides illustrating the number of on-water training classes provided by various organizations (below). Mr. Stacey did not have exact numbers for U.S. Sailing, but praised their contribution as well.

- American Red Cross – 15,000
- American Canoe Association – 132,725
- Boy Scouts of America – 77,951
- National Safe Boating Council – 417
- U.S. Power Squadrons – 215

Mr. Stacey said the St. Louis chapter of the American Red Cross (ARC) was awarded a grant to develop a web-based blended learning educational program course, entitled the Blended Learning for Small Craft Safety. Through web-based training, learners become acquainted with ARC's learning content, to become proficient, through life-like scenarios, before completing the final certification. Currently the Basic Water Rescue and Small Craft Safety (BWRSCS) course has only been offered in a traditional classroom setting. Their objective is to create a seamless online training solution that will allow learners to take the course at their own convenience, thereby reaching more people. Still in its testing phase, it is planned to come online this summer.

Mr. Stacey said that the ACA is working to expand their training base by 1,625. The estimated number of individuals reached through their on-water training courses stands at 132,725. Their courses are performance-based and hands-on.

Mr. Stacey then talked about merit badges for Boy Scouts and Sea Scouts, which have an on-water component to the course, and he shared the numbers of people who earned them:

- Canoe, created in 1927 – 41,601 earned in 2011 – Overall 2,919,350
- Motorboat, created in 1961 – 12,133 earned in 2011 – Overall 552,574
- Rowing, created in 1933 – 15,906 earned in 2011 – Overall 1,682,568
- Sailing, created in 1964 – 19,895 earned in 2011 – Overall 600,201
- Whitewater, created in 1987 – 4,322 earned in 2011 – Overall 77,486

Discussing specific on-water training examples, he said that U.S. Sailing/U.S. Powerboating is also currently working to expand its on-water boating safety training through its "Drivers Education for Boaters" program. In the first year they will target regional training centers, and will add new facilities in subsequent years. The National Safe Boating Council also developed a 'Close Quarters' Boat Handling Course and 417 instructors completed this training in 2011. The U.S. Power Squadrons had 215 students complete the skills-based program in 2011 through an ongoing grant that has not ended yet.

Moving on to future plans, Mr. Stacey said that the goal is to have nationally recognized standards for on-the-water boat training. The Coast Guard will work with other organizations to continue monitoring trends and numbers of organizations that offer on-the-water training and measure the effectiveness of on-the-water courses.

*89th Meeting
of the
National Boating Safety Advisory Council*

Mr. Hawley commented that the numbers in Mr. Stacey's presentation were very impressive, and everyone involved deserved an enormous amount of credit. He felt that in the future, the numbers should be broken down between instructors and students, power, sail, and paddle. He observed that many of the numbers shown were remarkable because they included paddle sports, but the number was dramatically lower for power boating.

Ms. Squires showed a video about on-the-water training offered at NMMA boat shows, funded through a Coast Guard grant. Attendees of their boat shows could sign up for a brief on-water training session. The video showed positive testimonials from the boaters who participated in those training sessions.

Mr. Huntsman remarked that the average recreational power boater has a mindset (as opposed to the average recreational paddler or sailor) that they do not need to be taught anything about on-water skills.

Mr. Moore pointed out that the Strategic Plan highlights the need to enhance on-water delivery of training. He recognized the challenge of getting boaters to recognize the importance of this training. Another challenge is consistency—he asked if there should be a set of national standards, or is it acceptable for everyone to have a different kind of on-the-water training? In the past, members have agreed about the importance of having a set of standards, and there is a grant to work on developing these standards. However, there may not be any way to enforce the standards if they are not backed up by a mandate. He wanted everyone to keep in mind the benefits and challenges of this on-the-water training. In addition, there are insurance challenges. The Power Squadrons obtained insurance for their instructors but overall, licensing instructors is difficult.

Mr. Hoedt said that in seeking a grantee for the on-the-water standards, the Coast Guard was not looking for a mandate but instead an encouragement of high quality courses. The goal is that as on-the-water standards are finalized, the Coast Guard will continue encouragement of those courses.

Mr. L. Johnson said that he and many others with full certificates and with 30 years of experience wished to qualify to instruct on-the-water. They are currently in classes to become up-to-date on such topics as piloting. Mr. L. Johnson stated this to point out that qualifying to instruct was more complicated than it appeared on the surface.

**Update on the National Outreach Working Group
Mike Baron, Program Operations Branch, Boating Safety Division**

Mr. Baron introduced himself and told members that he was taking over as Coast Guard representative for the working group, as John Malatak retired.

He said that in the summer of 2010, the Coast Guard came out with a new series of PSAs for its 'Don't Wreck Your Summer' campaign. Their goal was to create messages with impact—they wanted boaters to have a "visceral experience" to change their behavior. He said they tried new

*89th Meeting
of the
National Boating Safety Advisory Council*

approaches so that the messages would have a different look and feel. One of the PSAs, “Party Cove”, created controversy.

He stressed that the point of the “Party Cove” PSA was never the equipment; boaters now have access to safe, reliable, and affordable equipment. The campaign was aimed solely at operator behavior. He acknowledged that the Coast Guard did not succeed in seeing the message through the eyes of their partners and boaters. Mr. Baron said the Coast Guard then held a series of meetings with its partners, which he felt were productive. The result of those meetings was the formation of a National Outreach Work Group (NOWG) to assist the Coast Guard in identifying and prioritizing which of the branded messages would be developed to help reduce the number of lives lost on the water. The NOWG's intent was to help Coast Guard personnel establish timelines and deliverables and employ best practices to develop a media strategy.

Mr. Baron listed the members of the work group (NOWG): Larry Meddock, WSIA (Chair); John Adey, ABYC; Rachel Burkholder, NSBC; Cecilia Duer, NWSC, John Dorton, NMMA Grow Boating; Chris Edmonston, BoatU.S.; John Johnson, NASBLA; Dave Marlow, Brunswick; Richard Moore, Florida BLA; and Cyndi Pechous, NMMA. The group also contains representatives from Coast Guard Public Affairs office, and a representative from the Office of Auxiliary and Boating Safety's communication firm, PCI Communications. Mr. Baron said he is a non-voting member of the work group.

The work group commissioned a series of focus groups through PCI. These were conducted in 2011 and 2012 and were held in various locations throughout the country. They are now combining the notes from the meetings and focus group and will share that report with the work group for their review. The work group members were provided with samples of the Coast Guard creative treatments, including posters, scripts, and storyboards for the PSAs.

Mr. Baron said the group has provided honest, valuable feedback that has helped refine the current outreach material. Comments and input have been applied to Coast Guard outreach products—including what is being produced through non-profit organization grants. Mr. Baron then showed a slide of a boating accident poster produced by the Coast Guard, which received good feedback from several work group members and focus groups. He then showed storyboards, “the course” and “Grandpa”, and other ideas that were in the process of being published.

Working with Mr. Meddock, they produced a “webisode” through the Water Sports Foundation (WSF) non-profit organization grant and distributed through Bonnier publications. This webisode was filmed before being vetted, and after it was released there were objections to its content. The grant technical manager, the grantee, and members of Brunswick worked together to address these objections, but ultimately decided to scrub it completely. The team later came up with a finished product that has received good reviews.

Moving on to plans for the future, Mr. Baron stated that historically there were 700 recreational boating deaths per year; that number hasn't changed significantly in recent years. There are many organizations pushing many different messages. Budgets are shrinking on all levels; because of

*89th Meeting
of the
National Boating Safety Advisory Council*

this, outreach opportunities need to be maximized. He hoped that the work group would be able to create a positive approach to safe boating.

Mr. Maxim wanted to get a sense from the Council about where the outreach efforts were going. He felt that the idea of outreach and government/industry cooperation was valuable, but the notion of judging the effectiveness of the PSAs from their standpoints is different from one of choosing PSAs based on their effectiveness. Mr. Maxim questioned the censorship of PSAs.

Ms. Kull wondered what Mr. Maxim meant by censorship. Mr. Maxim said that PSAs should be technically accurate and effective. He said there was no conflict in principle with a concern for safety and with spending more money on safety. He compared recreational boating to the airline industry, saying that the risks associated with flying were very low. Ms. Kull responded that the airline industry was also one of the most highly regulated. She said it was important to test the PSAs in front of consumer groups in order to weigh their effectiveness, but she didn't think anyone was talking about censorship. She stressed the need to have a broad spectrum of people participate in the process.

Mr. J. Johnson said that when Alaska became involved in boating safety issues in 1998, the first thing they did was to “steal” Minnesota's PSAs. They spent a great deal of money to put them on television, as the staff thought they were catchy. At the time they had no idea of what their reach was and eventually decided to take a step back. They decided to use a public relations firm which meant they had to give up control. He admitted that giving up control was difficult, but since the state folks were not marketing experts, they felt it was the right thing to do. After starting with an independent survey, developing campaign concepts and testing them in front of focus groups, the PR firm came up with the idea of a multi-media, multi-focus campaign in Alaska called 'Pledge to Live.' Before it was released, they built in pre and post campaign measurements and what outcomes it would produce. Mr. Johnson described details of the campaign kick-off, which included the construction of a mock graveyard in downtown Anchorage. Though it was a risky campaign, it generated a great deal of attention from the public and the press, and there were no negative responses. The bottom line was that letting go of the control paid off. He and his staff now know that the reach and effectiveness are very important to measure.

Mr. Meddock admitted that he was the one who blew the whistle on the first webisode; he did not see it as censorship. He argued that releasing messages contrary to the very industry they were trying to affect seemed inappropriate. He went on to talk about the newest webisode they have completed which, though it did not have complete buy-in from everyone in the industry, it was a more effective and realistic message. In this case, he was glad they were all able to work together and everyone could live with the final product whether or not they liked every part of it.

He went on to say that ensuring they spend advertising money correctly was key to the success of the grant. They made sure the grant enabled them to monitor the expenditures and ensure they are having an impact. They are working with a firm in New York, which is monitoring the surveys and statistical data to make sure they are on the right track. Noting that the average duration of a web page viewed in the U.S. is 56 seconds, he said these webisodes average one

*89th Meeting
of the
National Boating Safety Advisory Council*

and a half minutes. People are spending 9.6 minutes per visit viewing them, 64% longer than any of the other Bonnier websites.

Mr. Huntsman stated that these ads are intended to target the operator, not cater to the industry. Mr. Marlow responded that the industry's only concerns were about product information. These groups were worried about the consequences of associating product names with anything negative. He thought the solution might be to take names of specific products out of these ads. He stressed that the industry was extremely interested in creating the proper messages to consumers about boating safety.

Mr. Hoedt pointed out that, though the Coast Guard saw tremendous progress in boating safety, it was also true that boating deaths leveled off 13 or 14 years ago. He said that though the numbers for 2011 have not been finalized, the fatalities may be the highest in 13 years. He said he felt the awareness campaigns had tremendous potential to bring those numbers down. He highlighted the need for coordination of awareness campaigns at the national level. From his perspective, the work group was giving the Coast Guard advice which in turn was delivered to PCI, but perhaps other groups were not using these same messages in their campaigns or the work group told the Coast Guard to use focus groups, but perhaps no other groups are using focus groups.

Mr. Meddock talked about "cross pollination." He said that though Bonnier is a fantastic vehicle with the ability to spread the message to enormous numbers of people, the challenge has been to acquire the proper content. The content sharing has begun. Bonnier is offering to put messages from other organizations into one central location where the messages can be used by a variety of organizations. The National Safe Boating Council already responded to this opportunity; he trusted that others would follow.

Mr. Baron was excited that Bonnier had finally begun to receive outreach materials. All of the online outreach material going out through Bonnier will use messages from other organizations. In the first week of May, 33% of all content will be 'Wear It' related; in the second week of May it will be up to 67%; by National Safe Boating Week, 100% of the content will be released through newsletters, websites, etc., directing people to the 'Wear It' campaign website. In June, in time for Operation Dry Water, a full-page print ad will appear in *Wakeboarding* magazine and *Waterski* magazine. All of this outreach is being done through the WSF grant. More placements would have occurred but the grant is getting close to ending.

Mr. Hoedt reiterated that he wasn't seeing focus groups being used for all the different campaigns; he didn't see the material the work group has produced being used by anyone other than PCI. He was concerned that different organizations using different methodologies were heading in different directions. He stressed the need to work in a more coordinated fashion at the national level.

Mr. Muldoon called for a break at 10:03 with members returning at 10:18am

*89th Meeting
of the
National Boating Safety Advisory Council*

**Minnesota Boating Safety Outreach Campaigns
Richard Moore, Subcommittee Chairman**

Mr. Moore said they would discuss Minnesota and its safety outreach campaigns. He said the topic came up in many meetings as members have tried to understand how to create a successful boating safety culture; he defined success as the ability to limit or reduce boating fatalities and accidents. He thought that Minnesota might be the place to start looking. He invited Mr. Hoedt to share some of his personal experience on this topic.

Mr. Hoedt recalled that when he first became a BLA in Idaho, he began to look at fatality rates and registered vessels in various states as reported in the statistics reports. He noticed that Minnesota repeatedly came up as a state with some of the lowest numbers in the country. Even at the inception of the Federal Boat Safety Act of 1971, Minnesota had the lowest numbers. When he began to work at the Coast Guard and looked through its statistical records dating back to the early 1960s, he noticed that Minnesota again showed up as having the lowest, or one of the lowest, fatality rates. As early as 1958, studying and emulating successful state programs was viewed as important in the safety mission. When he worked in Ohio he sent a team to Minnesota in an attempt to understand why that state was so successful—but never found a definite answer. Over the years, people have postulated that the cold weather was somehow responsible but, as Mr. Hoedt pointed out, many states are cold. He mentioned that other states have low numbers too, but that was a more recent development. He looked at the fact that the waterways are different in the upper Midwest—flatter rivers, not much heavy whitewater, reservoirs with low-lying shorelines, etc. He also considered the climate of the South and West as another variable. Perhaps it would not be a unified answer—there are different types of waterways and boaters at play. He promised that his team would continue to work on this issue and acquire assistance from other statistical experts to provide a more in-depth view.

Mr. Moore said that many who represent state programs have perhaps “had their fill” of hearing about how great Minnesota is doing and not hearing about how well other states are doing. They have protested that they live in different environments where those policies may not work as well. He hoped that they would be able to identify some of the best practices, but more work needs to be done.

Mr. Moore stated that from the report on Minnesota (shared yesterday) Mr. Tim Smalley, the boating education coordinator in MN, said he did not believe the European heritage of Minnesota's first settlers had much effect on their current boating safety culture. When he compiled a list of factors that might have contributed to that state's safety record, Mr. Smalley summed up by saying, “. . . or then again, it could just be luck.” Mr. Moore said that everyone in non-profits, states, and industries are still trying to discover what it takes to change people's mindsets about safety.

Ms. Kull asked if, in his analysis, Mr. Hoedt had found any other state with an outreach program for as many years as Minnesota. Mr. Hoedt said he had not—often states seemed to be more competitive rather than looking at what programs really work. This creates redundancy resulting in no fatality rate changes.

*89th Meeting
of the
National Boating Safety Advisory Council*

Mr. J. Johnson said that his state, Alaska, was the last to establish a boating safety program. They began in 1998; and didn't receive federal grant funds until 2000. By then they had an advantage as there were 55 other states and territories whose programs they could study. They talked to many people to find out what worked and what didn't. With no money to spend, they needed to find the cheapest approach with the greatest effect. They began running PSAs, which they took from other state programs, from day one. The challenge was not only the cost of making ads, but also the cost of showing them and persuading sponsors to include them at times of high viewership.

He said that in the ongoing 'Pledge to Live' campaign, they are using mixed media; not just standard PSAs but print ads, pledge cards for children, and web-based social media advertising. When they conducted a post campaign survey, there was an 85% re-call rate by Alaskans who were contacted by telephone. He said that meant they reached their market, i.e. influencers of adult males, wives and children, which was their target audience. Ten to twelve percent of those who responded said they wore a life jacket more often as a result of the 'Pledge to Live' campaign. At the end of the campaign's third year (2012), they will look at JSI statistics for Alaska's wear rates and see if the campaign made a difference; as they have been making improvements in three-year blocks. Mr. Johnson stated that the wear rate has already gone up from 6.5% among adults in powerboats to 13.5% in the past three years. The juvenile wear rate is around 50%; all age groups come in at higher than the national average. Among paddlers, the rate is in the high 90s.

Mr. Hawley wondered if the Alaskan Marine Safety Education Association (AMSEA) program was still in effect, and whether or not that has had an impact.

Mr. Johnson said yes, that they had done a tremendous job. Before the state government became involved, there were two factions, the Coast Guard Auxiliary and the AMSEA. The latter was formed by a group of Alaskan commercial fishermen and emergency medical service personnel uniting as a non-profit organization, with the goal of attempting to reduce the commercial fishing fatality rate in the state. With regulatory changes in occupational carriage requirements on commercial fishing boats—requiring drills and other safety interventions—the commercial fishing industry has realized a tremendous reduction in fatalities. He praised AMSEA for its role in that, because they make their message a grassroots one, i.e., they find local instructors in local communities to teach one another training methods.

Mr. Hoedt referred to a handout containing a map and a spreadsheet. Focusing on the map, he pointed to five-year powerboat fatality rates. He praised Alaska for its reduction in boating fatalities over the last 10-12 years. He also mentioned that Minnesota did not have the lowest rate; that distinction went to North Dakota. He said his team would study how long that had been the case. He said that, when asked to prove the worth of their program, the staff at Coast Guard headquarters often had to confront the issue of why the death rate has not continued to decrease. He said they used the phrase, "We may have maximized the benefits of the current initiatives." Unless they can find a new initiative to bring down the casualty rates, the number is not expected to come down any lower. He acknowledged that their goals for the future were very minimal

*89th Meeting
of the
National Boating Safety Advisory Council*

reductions. Mr. Hoedt was eager to see the JSI 2012 statistics that Mr. Johnson talked about for a more in-depth look at what works.

Mr. Maxim said he spent a great deal of time in Alaska, and noted that the petroleum companies there all have aggressive safety programs. Most of them, BP particularly, have programs that address home safety related matters, particularly in the area of driving. He felt sure that, with very little effort, the Council and the Coast Guard could persuade them to include some of their material in their safety messages. He felt this was an enormous untapped resource.

Mr. Moore asked if the group should move forward with a recommendation to do more work about learning about what has made Minnesota so successful and then try to emulate it. He also posed a second question—if they learn something valuable, what should they do with it? He explained to the new members how Subcommittee action items and resolutions work.

Without wishing to take anything away from Minnesota's record, Mr. Hawley felt that focusing on a single state might mean ignoring the other 55 entities. He felt that in examining BARD fatality rate data over a 20-year period, it would be better to focus on factors that might have caused a change in boating safety statistics, e.g. mandatory education or changes in regulations. Focusing on Minnesota produced only a microscopic view of the overall problem. He noted that some states had increased, while others had decreased their fatality rates, and the reasons for these changes should be examined. Everyone in the group was working on well-meaning strategies and outreach programs to reduce those numbers, but no one really knew what caused them to fluctuate. He felt that studying only one state constituted an "inadequate response."

Mr. Dogan wondered if Minnesota had an excise tax on boats. He felt that could skew the statistics, because about one third of the boats in Indiana's 1000-boat harbor system are Illinois-registered. That is illegal but people do it every year to avoid excise tax. He wondered if this might create a change in the statistics for the state, and whether the same thing could apply in Minnesota.

Though Mr. Stec felt that Mr. Dogan and Mr. Hawley both raised valid points, he wanted to bring to the Prevention Through People Subcommittee an Action Item for discussion. The gist of Minnesota's success and what the Subcommittee had heard through the Coast Guard's Office of Boating Safety about available resources to "focus on a microcosm of success that could then generate best practices within a reasonable timeframe." If they were to expand it to a much larger project, he doesn't want to be discussing this project three years from now because the Coast Guard didn't have resources available to deal with the entire issue. Mr. Stec read the Action Item:

Recommend that the U.S. Coast Guard assign staff to work with this Subcommittee and appropriate personnel from the state of Minnesota to perform additional research to better understand the apparent success of Minnesota's boating program, and to develop a set of best practices relative to boating safety program effectiveness for use by other states and boating safety organizations. Ideally this should be completed in time to be reported to the Council at the November 2012 meeting.

*89th Meeting
of the
National Boating Safety Advisory Council*

We further recommend that any best practices that result from this effort be formally tested over a time period of at least five years, with a commitment of Coast Guard resources both from HQ as well as their respective districts, the state program, and that program's respective partners, with involvement from Mike Baron and the National Outreach Working Group. This testing should focus on a single state that has little significant history of public boating safety outreach marketing, a relative high total number of annual recreational boating fatalities, which therefore has a substantial opportunity for local Coast Guard district support, and the capability of engaging its boating safety partners and others toward a common goal.

While he acknowledged this was a lengthy proposal, Mr. Stec explained that the first part was more focused and in-depth. The second part offered a way to give the other states some best practices and guidance, and partner with their local district to bring about a local change that could be increased nationally over time.

Mr. Moore asked if anyone wished to second the motion. Mr. Dogan did so. Mr. Moore opened the floor for discussion among the Subcommittee.

Mr. Hawley stated that though well meaning, the proposal was too limited; to merely examine the outreach programs of good and bad states would not reveal the full picture. He argued that the better approach was an overall examination of casualties.

Mr. Stec asked what a more feasible approach would be within a 2012 timeframe. Mr. Hoedt thought that some of the study could include all states. For example, information from Performance Report Part II could be used, which comes in from all states. However, while the Coast Guard's review would be farther reaching, it would be more comprehensively focused on Minnesota. He said there weren't the resources to conduct in-depth studies of every state within a six-month timeframe. Referring to the second part of the proposal—identifying another state—he wasn't sure that they would have that state identified in six months, but that perhaps some other recommendations could be made. A plan on how to proceed could then be set up, to see if those best practices could impact success in another state.

Mr. Rippy noted that they were considering the numbers per 100,000 boats—on a regional basis, could the registration data be combined and compared to the survey data with exposure hours?

Mr. Hoedt said that was exactly the way they want to proceed in the future. If the tests of the data received through the Survey proved successful, it might be possible to conduct a regional test for a certain part of the country. He thought that a great deal would depend on the Coast Guard's confidence in the 2011 data. Knowing that the data gathering method would change for 2012, should they wait 12 to 14 months to change the way things are done, or should they try to do something in the next six months, for the November meeting?

Mr. Maxim felt that there was already enough broad-based study in the Strategic Plan. They were making changes to BARD and analyzing BARD data that is consistent with provisions of

*89th Meeting
of the
National Boating Safety Advisory Council*

the Strategic Plan. He argued that the two approaches—broad-based and regional—are not mutually exclusive. This was an opportunity for them to include both.

Mr. Moore called for a vote on the Action Item; it passed the Subcommittee unanimously at 10:59.

Stand-up Paddleboards

Chris Stec, Chief Operating Officer, American Canoe Association (ACA)

Mr. Stec began by noting that though the ACA had been conducting the National Paddling Instruction Program for 40 years, it had only focused on stand-up paddleboarding (SUP) for about a year and a half. Five years ago, ACA was asked to conduct SUP instruction, and at that time they refused because they were concerned they did not have the resources to introduce a brand new nationwide program; they also wanted to make sure that stand-up paddleboarding was here to stay. Finding the latter to be that case, they began a pilot program at a county park and recreational center. This program helped them establish their baseline of what to include or not include in a course. In 2011, ACA introduced an instructor certification program across the country, with over 14 courses run in the U.S. and one in Europe. This year there are over 20 in the U.S. and three in Europe.

Mr. Stec discussed a survey the Outdoor Industry Association conducts every year. The first time they included SUP was 2010, and it revealed that one million people tried the sport at least once that year. They were excited to see what the numbers would show for 2011 and beyond.

Moving ahead to life jackets and leashes on SUPs, Mr. Stec observed that two cultures merged—the board sport culture of surfers, and the paddle sport culture. Initially, when stand-up paddleboarding was mainstream from Hawaii to Dana Point, California, it was a board sport culture, with the “cool effect.” However, because of its popularity, it has now become part of the paddle sports related culture. With these two cultures combining over one sport, there are areas of overlap and ACA has been trying to find out where that overlap occurs. Life jacket wear is one area of overlap. Initially, boarders from the paddle sports culture wondered why other users weren't wearing life jackets. Surfers have two reasons for not wearing life jackets; they are impediments to 1. getting under a wave to get out surfing and 2. moving away from their boards to avoid the sharp fins. After the Coast Guard's vessel determination on SUPs in 2010, the ACA had to educate the paddle sports world that life jacket carriage was not required when an SUP is used in a swimming, surfing, or bathing area.

Mr. Stec said that an SUP summit was held recently in conjunction with the International Boating and Water Safety Summit. They invited non-ACA members to obtain their feedback on the life jacket issue. The event was supposed to last from 9 a.m. to noon; it ended at 4:00 p.m. ACA members expected a tremendous opposition to life jacket wear; however, those who use paddleboards in a flatwater environment were in favor of it. Conversely, when it came to the elite racers or the “experts,” there was resistance.

*89th Meeting
of the
National Boating Safety Advisory Council*

Mr. Stec said that, throughout ACA summits across the country, leash wear has emerged as an important topic. The opinion of the board sports world was to wear a leash, not a life jacket. He agreed that wearing a leash was a good idea in many venues—but there were some venues where certain types of leashes would likely kill you. The life jackets versus leashes issue would continue to be important. He said the ACA would be hosting one more summit this summer in Colorado before developing its own set of best practices on SUP leash wear.

Mr. Hoedt wondered what the target goals for the summer summit would be. Mr. Stec said that, while the ACA has been a paddlesport expert for 40 years, the SUP phenomenon did not truly emerge until five years ago. At that point ACA members realized they were not experts in that area. He described every summit as an opportunity for ACA to hear all opinions so they could begin to formalize appropriate life jacket and leash wear standards. They were educating the board sports culture about wearing life jackets, and listening to why people didn't want to wear them; also educating both sides about leash wear. He added that though SUP originated with ocean surfing, it now applied to every type of water condition—flat, moving, whitewater, etc. People were even paddling SUPs off small waterfalls.

Mr. L. Johnson asked if they had any kind of accident data on the new type of SUP participants. He wondered if they were creating a solution for a problem that didn't yet exist.

Mr. Stec admitted they did not have much data yet, but the ACA was trying to educate itself to avoid large numbers of accidents in the future. He stressed that SUP was fun and easy, so more novices would try it on vacation; this meant accident numbers would likely increase.

Mr. Stec said that he taught an instruction certification course in Florida last week with 10 attendees. One, from a surfing background, was anti-life jacket, pro-leash. The other nine felt people should also wear a life jacket. The ACA has noted that a large percentage of participants understand the value of life jackets. At the same time, from an associated equipment standpoint, the ACA realizes that leashes need to have serious consideration, but that there is no "one leash fits all" standard. Education will be key.

Mr. Moore said that yesterday Mr. Hoedt challenged his Subcommittee to deal with the question of whether there was value in exempting SUPs from carriage requirements, or making an allowance to use a tether or leash in lieu of a life jacket requirement.

Mr. Hoedt said that was part of what he wished the Subcommittee and the full Council to consider. The group also needed to look at the inconsistencies in life jacket requirements from one type of board to another; standup kayaks versus sit down ones, and so on.

Mr. Moore asked if Mr. Hoedt thought forming a work group would be appropriate. Mr. Hoedt said it might be. Mr. Moore then asked if there was anyone on the Subcommittee who would not be interested in working on the topic. Hearing none, he said they would move forward with putting together a work group to look at the issue between now and the November meeting.

***89th Meeting
of the
National Boating Safety Advisory Council***

Mr. Moore said the next presentation would be about limited Operator of Uninspected Passenger Vessels (OUPV) licensing for on-the-water training, and the challenges of understanding licensing requirements.

Limited OUPV Licensing for On-Water Course Instructors

LT Dylan McCall, Mariner Credentialing Program Policy Division, Office of Vessel Activities

LT McCall said his presentation was designed for someone who wished to take six passengers or fewer out on a fishing boat or small vessel.

He defined an OUPV as an uninspected vessel of less than 100 gross tons, equipped with propulsion machinery of any type, carrying six or fewer passengers. At minimum, an OUPV license covers any inland waters, but an endorsement for the Great Lakes or Near Coastal waters can be added, providing an applicant meets service requirements. Limited OUPV endorsements may be issued to applicants who will be working for organizations such as formal camps, yacht clubs, educational institutions, and marinas, but such an endorsement would be limited to the specific activity and area of the camp, yacht club, or marina.

LT McCall said that a restricted OUPV license was designed for people who do not need a full OUPV license and do not meet the requirements for a limited one. In this case the Coast Guard may modify the service and examination requirements to satisfy the unique qualification requirements of an applicant, e.g., “an operator of an uninspected passenger vessels upon inland waters, restricted to Lake Vermilion, Minnesota.” Applicants for a limited or restricted license must:

- Have prior Officer in Charge of Marine Inspections (OCMI) approval.
- Through the Local Regional Exam Center, obtain a signed approval from the OCMI, detailing their requirements for that specific endorsement on their MMC.

LT McCall then discussed the process of qualifying He described the process as rigorous, beginning with submitting the application. To be eligible:

- Applicants need not be U.S. citizens;
- Applicants must be at least 18 years old;
- If applicants are seeking an initial Coast Guard credential and have never applied for a Transportation Worker Identification Card (TWIC), they must apply for one at a TWIC Center in order to process their application;
- Applicants must pass a physical examination, after which a doctor must complete the nine-page CG-719K document; and
- Applicants must complete a DOT 5 Panel Drug Test (CG-719P) from a certified laboratory or be enrolled in Approved Drug Testing Program.

Moving on to service requirements, LT McCall said that limited OUPV endorsements call for three months of service operating the type of vessel for which the endorsement is requested.

**89th Meeting
of the
National Boating Safety Advisory Council**

With restricted OUPV endorsements, the service requirement depends on the geographic area, to be established by the OCMI during the approval review. LT McCall referred to a slide that showed the table of requirements to be found on the National Maritime Center (NMC) website.

Mr. Dogan wondered whether, if a person had a near coastal endorsement, he or she was automatically certified for Great Lakes and inland. LT McCall said that endorsement did not cover the Great Lakes but did cover inland.

Mr. Stec said that he was aware college students were having difficulties in qualifying for a limited endorsement within the three-month timeframe. LT McCall said he had not heard about that concern. He said they could not allow the service requirements to be replaced; that 90 days had to be the minimum.

Mr. Stec said this had been a topic at the recent California Boating and Waterways director's meeting. They were concerned about their seasonal staff's ability to meet the requirement. However, he understood the importance of thorough training.

Mr. Muldoon mentioned that people involved in an Olympic sport had a special exemption from this rule.

LT McCall went on to talk about the sea service requirements for an unrestricted OUPV license. These include:

- For OUPV inland: a minimum of 12 months' experience in the operation of vessels.**
- For OUPV inland and the Great Lakes: a minimum of 12 months' experience, including at least three months' service operating on the Great Lakes.
- For OUPV near coastal: a minimum of 12 months' experience, including at least three months' service operating on ocean or near-coastal waters (limited to 100 miles offshore).
*** Applicants must have at least 90 days' experience within the past three years to qualify for an original license.*

He then showed a slide with another table, referring to it as an OUPV “six pack”—the form that the NMC uses to evaluate an application for a general OUPV license.

LT McCall next took the group through more details regarding the OUPV process. He said that applicants for a general OUPV license must submit three letters of recommendation in accordance with 46 CFR 11.205(c). Everyone who receives an original Merchant Mariner Credential (MMC) must first take an oath that he or she will faithfully and honestly, according to his or her best skill and judgment, without concealment or reservation, perform all the duties required by law and obey all lawful orders of superior officers. This oath may be administered by any Coast Guard-designated individual or a notary. Once these requirements have been met, a candidate must submit the application to one of the 17 Regional Exam Centers (REC) across the U.S.; this can now be done via email. Fees may be paid in person at any REC, or online.

*89th Meeting
of the
National Boating Safety Advisory Council*

Regarding tracking of the application, LT McCall said that the REC would first make sure the proper documents are in the application before accepting it and mailing it to the NMC. If an application is incomplete, the REC will not send it to the NMC until it contains all the documentation. If the application is missing only one or two documents, the REC will hold onto it and request what was missing. If it is missing more than two, the REC will send it back to the applicant. RECs do not hold onto an application for more than 60 days. All applications must pass a safety and suitability screening, which includes a national driver register check and a criminal record review. After this, applicants must pass a preliminary medical screening. He said the top five medical conditions that could cause a major delay or denial of a MMC were cardiac disease, diabetes, psychiatric disorders, sleep apnea, and chronic use of a narcotic or benzodiazepine medication.

After the medical screening, LT McCall said the application must pass through a professional qualification evaluation. If there are any problems with the license, the NMC will send an "Awaiting Information" letter, which will inform an applicant where a deficiency may lie and what is needed to get the process back on track. He listed the top reasons why an application might be delayed:

1. Medical condition—Additional medical information is required whenever a medical condition is identified on the Merchant Marine Personnel Physical Examination Report.
2. Incomplete sea service information—There is missing or conflicting information on the sea service letter (e.g., not including tonnage or horsepower, the position listed does not agree with other documents in the application package, or conflicting waters). Service should be documented with discharges, letters from marine employers, or small boat sea service forms. If a small boat service form is used, the owner must certify and sign it. Proof of individual ownership is required.
3. Incomplete application—If the application is not complete, it will be returned for correction. Three signatures are mandatory: Section III ("Have you ever...?" questions), Section V (consent of National Driver Registry check), and Section VI (application certification). When the "Applying for:" block is left blank or is incomplete, the REC is left to guess what you want.
4. Missing required certificates/documents—Photocopies of essential documents must be provided. These may include radar observer certificates, other course completion certificates, first aid /CPR certificates, towing officer assessment records, STCW assessments, or citizenship documents.
5. Rejected drug screen—A drug screen is often rejected because it does not contain the medical review officer's signature, or a company compliance letter is not written to meet the requirements of CFR, Title 46, Part 16, Section 220.

LT McCall concluded his presentation and asked if anyone had questions.

Mr. Lumian said that sailing schools in 300 locations were interested in accessing the limited OUPV training program—e.g., park and recreational programs, summer camps, MWR for military bases. However, when they talked to the OCMI's, they were told they are not available in their district. What could be done to make the programs more accessible?

*89th Meeting
of the
National Boating Safety Advisory Council*

LT McCall explained that there were geographical limitations, and that the Coast Guard was restricted by the regulations, and that OCMI's are required to have knowledge of specific waters in their area of operation. He suggested that Mr. Lumian contact him directly to obtain a clear-cut answer.

CAPT Thomas said the REC's might be focusing more on the mariner credentials for captain's licenses than on limited OUPV licenses. Mr. Lumian replied that the schools had gone so far as to submit specific applications according to their guidelines, asking for recognition of the limited OUPV's, but had been turned down.

Mr. Dogan asked if this presentation had been about existing laws rather than a change in policy. LT McCall said it dealt with existing laws. He specifically mentioned that for the restricted OUPV license, the OCMI has the authority to modify the requirements. His office (CG 543) did develop Policy Letter 10-04 which they hope will help with specific issues.

Ms. Dillon thanked LT McCall for his comprehensive presentation. She reminded the Council of a comment from the April 2011 minutes—that stated in their efforts to address and advance powerboat instruction for the general public they need to simplify the process for instructors to get a license. As a future Action Item and topic for the Council, she suggested they look at this licensing process in the context of the Strategic Plan and the national on-the-water and classroom standards now being developed. She also suggested they work out other recommendations the Council could provide the Coast Guard, which could advance the availability of powerboat instruction in the United States, in the spirit of the federal guidelines for security and instructor credentials.

Mr. Hawley agreed with Ms. Dillon's comments. He said he was a U.S. Sailing and U.S. Powerboat instructor but was not a Coast Guard-licensed captain; and would be violating the law to collect any compensation from his students. Mr. Hawley felt that people who are not professional instructors or captains should be given "a way forward" so that they don't risk violating the law.

Mr. Muldoon wholeheartedly agreed. He felt that in its setting of standards, the Council might ask the Coast Guard to make a special ruling or exemption to make this possible; at present it can't be done.

Mr. Messmann said that as the Strategic Plan Chairman, one of his important missions was to help promote on-the-water training. He felt that clarification was needed in certain situations, e.g. when a person borrows a boat and is not licensed—is he or she violating the law? He felt the Council should request clarification on this issue. Addressing LT McCall, he asked if he and his staff could clarify the rules in these specific situations. He speculated that the complex and time-consuming process LT McCall had outlined might be off-putting to many, and could ultimately limit the number of instructors.

**89th Meeting
of the
National Boating Safety Advisory Council**

Mr. Moore said that many people seemed passionate about the issue, and it would be helpful to obtain clear, simple-to-follow guidelines from the Coast Guard. He encouraged Mr. Messmann to contact LT McCall to help him improve and simplify the FAQ section on his website, to make the topics more understandable to laymen.

Mr. Moore then called on Ms. Dillon to discuss a Strategic Plan project.

Ms. Dillon said she would address an update to Strategy 1.5—Measure Effectiveness of Education Methods—regarding a grant project and a final report filed January 31, 2012. The strategy compares the effectiveness of mandatory education versus voluntary education to determine if there is a net change in behavior. The grant project, completed by NASBLA, is titled “Assessing Knowledge Retention for On-Line and Classroom Boating Safety Courses.” Ms. Dillon summed up the research findings, which show there is a “statistically significant difference between but not a practical difference between the two methods of education.” Students who take an online course begin with a slightly higher test score than those who take classroom courses; however, those who attend classroom courses seem to retain the information longer. The same general differences were identified between people mandated to take a course versus those who attended voluntarily. The mandated person tends to leave the course with slightly higher test scores than the voluntary one; but the latter retains the information longer. The study further recommends no changes to current course delivery. Reading from a statement, Ms. Dillon suggested the Council update Strategy 1.5: “In light of the findings of the study, changes to course content, structure, or delivery are not warranted. Those changes would be spurred more appropriately based on the recommendations of the training participants, being the addition of training content for waterway navigation, consequences of alcohol usage, while providing more interactive or scenario- and performance-based training opportunities.”

Mr. Moore remarked that this was an opportunity for the Council to see the results of a completed grant, and it contained very interesting information.

**Discussion/ Call for New Business
Richard Moore, Subcommittee Chairman**

No new business was brought forward.

Mr. Moore adjourned the Prevention through People Subcommittee meeting at 12:24pm.

Mr. Muldoon informed the group that about an additional hour was needed to complete the remainder of the agenda items. Council unanimously decided to forgo lunch and continue working. Mr. Muldoon then allowed Mr. Marlow to revisit a previous agenda item, as an audience member recently arrived.

Mr. Marlow re-addressed the earlier agenda item of ELBs. The working group wished to update both the Subcommittee and the Council on the progress they have made via conference calls and data distribution. They are settling on five main topics to deliver at the November meeting:

- Define what an ELB is;

*89th Meeting
of the
National Boating Safety Advisory Council*

- Determine whether or not registration of these devices be mandatory;
- Clearly illustrate device and system connectivity;
- Compare the attributes of known devices; and
- Understand the cost and impact to SAR efforts if the devices are made mandatory.

Mr. Marlow requested that Mr. Gordy Garrett be permitted to speak on this topic, to provide additional information.

Mr. Garrett said he was retired from the Coast Guard and had spent many years involved in SAR operations. He said when he had learned of the new (Congressional) authority, he joined the GMDSS Task Force because of his longstanding interest in this issue. Based on his experience, he felt this was an appropriate recommendation. As an analyst he was aware that in the rulemaking stage, the data would be critical.

Those in the SAR program have looked at the MISLE database and realized the system needs improvement: data isn't always entered properly, formatting is disorganized, etc. He said the data mining necessary to investigate this issue is complex.

Some filtering of the MISLE data has been done to arrive at a manageable subset of cases, so that cases may be examined at an individual record level. The group initially focused on lives lost and people missing on U.S. vessels beyond three nautical miles offshore. They studied five years of data, and discovered that 16 lives had been lost per year. Not all those cases would necessarily be considered boating accidents; they included medevacs, diving accidents, etc. However, he felt the availability of some type of locator beacon could have made a difference in the loss of life.

Regarding cost, Mr. Garrett said that the group examined a set of 89 cases of lost lives or people missing. In the case of at least 20, no resources were dispatched, so the cost in those cases was minimal. For the 89 cases (which included the 20 cases that had minimal resources dispatched), the average cost had been \$260,000. He referred to this somewhat inaccurate "average" as being the result of "the flaw of averages." The search cost of that figure averaged about 60%. Given the large total cost for the 89 cases of about \$20 million, the cost-benefit argument for taking action, even with this limited data, was strong. And as the data is mined more effectively, he felt the case would only become stronger. That said, he indicated there would naturally be some uncertainty in the data, but that it would be expressed in terms of ranges and confidence intervals, so the case could be presented in a defensible way to OMB and other regulators.

Mr. Garrett said his experience has taught him that when a person gets into trouble beyond three NM offshore—especially in a cold-water environment with no means of locating them, it's a serious situation. If the person is found, that's a happy ending—but it is usually at great public expense. As a matter of international treaty and longstanding precedent, if the Coast Guard, as the SAR coordinator for the U.S. Maritime Region, knows that any person is in distress there is a duty to respond. Under current policy, once a search is mounted there are only two conclusions: success or zero chance of survival. This obligation is not trivial; therefore taxpayers have made huge investments in search and rescue systems; e.g., Rescue 21, which is nearing completion at a

*89th Meeting
of the
National Boating Safety Advisory Council*

cost of just over \$1 billion, with an estimated life cycle operating cost of \$2.5 billion. The cost of running the international SARSAT system, a complex arrangement of international satellites, ground stations, etc. is similarly enormous. Most commercial mariners are required to participate in those systems. Interestingly recreational operators, who account for about 70% of the U.S. SAR caseload, are not required to carry an ELB. In his opinion, this translates to unnecessary loss of life and public expense.

Mr. Marlow thanked Mr. Garrett for clarifying some issues. He said this would be a work in progress, and although numbers were not easy to come by, there is a database from which to start. He thought the work group would be able to find specific numbers to illustrate the operational cost of rescue operations. He was confident that they would come up with information that would eventually save lives.

Mr. Maxim said that the task at hand would be difficult. He thought that one number from Mr. Garret's talk was intriguing: 29 lives saved. He thought the task would be strongly influenced by what assessments were made on lifesaving—that would be a difficult number to arrive at. There were many ways to deal with the problem, and it was his job to report the consequences in terms of performance parameters, not to recommend a specific system. The work group, with their knowledge of system characteristics, would recommend the system.

Mr. Marlow said this was a work in progress, and that Mr. Garrett had given the Council an opportunity to understand the topic a bit better. He pointed out that the presentation in November would be data driven.

CAPT Rizzo said he spent over half his career in SAR. At times he spent three or four days in a SAR operation, sometimes rescuing survivors against the odds, but more often recovering dead bodies or never finding them at all. Every such case was heartbreaking. He said that in the inland and near coastal environment, there was a better chance of locating survivors. Once a person is three NM offshore there are additional factors at play, like ocean currents. SARSAT, a sophisticated satellite system run by USMCC (Mission Control Center), picks up registered ELB signals and gives the Coast Guard a vessel's position within a mile. He stressed that the EPIRB issue deserves serious consideration in the offshore environment, because it will save lives.

Mr. Muldoon then concluded the ELB discussion and asked Mr. Hoedt to read some resolutions. Mr. Hoedt read a resolution at 12:48pm developed by the Council:

Recognition of Excellent Leadership of the National Recreational Boating Safety Program—CAPT Mark Rizzo

Whereas CAPT Mark Rizzo has faithfully served the U.S. Coast Guard for 34 years, and whereas the Captain has led the National Recreational Boating Safety Program from July 2008 to the present, and whereas over his career, the Captain has earned two Coast Guard Meritorious Service Medals, three Coast Guard Commendation Medals, the 9/11 Medal, three Coast Guard Achievement Medals, two Commandant's Letters of Commendation, two Good Conduct Medals, a National Defense Medal, a Special Ops Service Ribbon, a Unit Commendation and three Meritorious Unit Commendations, and the Bonner Award

**89th Meeting
of the
National Boating Safety Advisory Council**

for Boating Safety, and whereas as a result of his leadership, the Coast Guard cleared the first ever legislative change proposal for the Sport Fish Restoration and Boating Trust Fund through the Coast Guard, DHS, and the White House to be delivered to Congress for action, and whereas through his tenure he has led the Office to collaborate closely with the U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service, facilitated the reaffirmation of the Strategic Plan of the National Recreational Boating Safety Program, published a final rule in the Federal Register to streamline the standard numbering system, vessel identification system, and boat accident reporting database, and on his watch the Program recorded the lowest number of recreational deaths since the inception of the program, now therefore be it resolved that the National Boating Safety Advisory Council, meeting in regular session in Arlington, Virginia on April 14, 2012, recognizes CAPT Mark Rizzo for his outstanding service to the U.S. Coast Guard and the partners who comprise the National Recreational Boating Safety Program, and wishes him fair winds and following seas and a well-deserved retirement.

Mr. Muldoon asked for a motion which was made by Mr. Marlow and was seconded by Mr. Dogan. The motion passed unanimously.

CAPT Rizzo said he made a great many friends over the past four years. He felt they had all done a remarkable job in the cause of boating safety, and thanked the Council and all its supporters for all their work to support the program.

Mr. Hoedt said that Mr. Malatak retired and was not present at the meeting. He read from another Resolution:

Recognition of Mr. John Malatak's Distinguished Career in Recreational Boating Safety

Whereas Mr. John Malatak's sustained exceptional performance of duty for 20 years in the Coast Guard's Recreational Boating Safety Program, and his total combined service as a leader in the field of boating safety for more than 42 years, and whereas he became a mainstay within the Program where he was responsible to ensure total coordination and collaboration with organizations, states, territories, and federal agencies relating to matters pertaining to recreational boating safety, education, implementation, communication, and awareness programs, and whereas he served as a USCG liaison to such prestigious boards and committees as the National Association of State Boating Law Administrators, the National Water Safety Congress, the United States Power Squadrons, National Safe Boating Council, and the U.S. Coast Guard Auxiliary Operations Committee, and whereas, as a result of his direct leadership, the International Boating and Water Safety Summit was created, and now in its 16th year is considered the premier event for training, awareness, meeting, and networking for anyone involved in boating safety, and whereas he has received numerous awards to include the prestigious Silver Schooner Award, Chapman Safety Award as an inductee into the National Boating Safety Hall of Fame, and is recognized internationally as an expert in his field, and whereas, with a passion for boating safety and a personal drive toward innovative safety interventions, his personal and professional efforts have undoubtedly contributed to

***89th Meeting
of the
National Boating Safety Advisory Council***

saving untold numbers of lives on our nation's waterways, now therefore be it resolved that the National Boating Safety Advisory Council, meeting in regular session in Arlington, Virginia, on April 14, 2012, recognizes Mr. John Malatak for his outstanding accomplishments over the years, which have had a significant impact on improving the National Recreational Boating Safety Program, and wishes him fair winds and following seas and a well-deserved retirement.

Mr. Muldoon asked for a motion which was made by Mr. Marlow; seconded by Mr. Dogan; and passed unanimously.

**CLOSING SESSION
Strategic Planning Subcommittee Report**

Mr. Messmann said that the Strategic Planning Subcommittee met on Friday, April 13, 2012. He conducted a roll call; all members were present. Cecilia Duer, the past Subcommittee Vice Chair, and Jerry Craddock made a presentation on the event held at the International Boating and Water Safety Summit in San Diego in early March. This introduced the objectives and strategies to more than 300 people, via a hands-on demonstration at Mission Bay Beach, involving the majority of the Implementing Partners. After the inspiring presentation, CAPT Rizzo presented both Ms. Duer and Mr. Craddock with the U.S. Coast Guard Pillar of Support Award.

The Chairman presented a progress report on implementation of the Strategic Plan. All Objective Leaders were present, several coming at their own expense, and were available to answer questions. Each Objective Leader received reports from Implementing Partners and then submitted the bullet points that were used in the presentation to bring the Council up to date on the progress of the Strategic Plan. The full reports are available on Basecamp.

He said there were a few communication errors, which would be fixed. The presentations would become larger as more information became available. Overall, he remarked, the amount of work that was accomplished toward implementation of the Strategic Plan was impressive. He noted one correction—in Objective 4, it was stated that NASBLA passed a resolution on mandatory life jacket wear for law enforcement officers; that was tabled, and the Western States Boating Administrators Association resolution will be considered at its meeting in June in Colorado.

There was no new or old business. There was one Action Item—a resounding "carry on" with the group's great implementation work.

Boats and Associated Equipment Subcommittee Report

Mr. Marlow said the Boats and Associated Equipment Subcommittee met on Friday, April 13, 2012 and again this morning, Saturday, April 14, 2012. They discussed the following agenda items.

Under propeller strike injury avoidance, the Subcommittee heard updates about the current state of the ANPRM on engine cut-off lanyards as well as swimmer proximity. There are gaps in the

*89th Meeting
of the
National Boating Safety Advisory Council*

current required information; in order to collect that data there are several projects under way or planned.

Mr. Dick Blackman provided an overview on the current status of the Propeller Strike Injury Avoidance Project, whose third phase draft was presented recently at the Miami Boat Show. Comments received by interested parties were submitted to ABYC, and will be evaluated over the next month; the final report will be released afterward. The Coast Guard plans to put the report on their website and hopes it will see wide distribution through boat shows and industry partners.

ABYC gave a report on three grant projects associated with their Subcommittee. Two are complete—Hand Versus Foot Throttle, and Capsizing and Swamping. He said that ABYC continues to work on the Boating Safety Checklist, which will soon debut as a smart phone application. Mr. Maxim provided some insights on data available for making checklists.

ABYC previously completed a report on flare disposal. As that was an Action Item proposed to the Subcommittee by Mr. Maxim, he was asked to review ABYC's work to see if it answered the original questions or brings about a new set of comments.

NMMA's Cindy Squires brought the group up to speed on the progress of the NICB database. The Subcommittee reviewed the project objectives, current action items and timelines, and expects to see data streaming back by the end of this calendar year. Ms. Kull brought up the recent developments from the National Park Service, dictating CO risk mitigation for their concessionaires. Mr. Cappel updated the group on the effects of ethanol on fuel systems study. The report was submitted to Congress this past January, and is also on Homeport. The Boating Safety Division has also developed a test plan aimed at understanding the effects of higher ethanol blends on current engines, but no funding has been provided. There continue to be separate industry efforts to examine alternative fuels such as isobutanol and biobutanol.

Mr. Marlow said that the Council was updated on the working group's activities relating to emergency locator beacons. The group is working on five major topics, all aimed at providing a recommendation to the Subcommittee prior to the NBSAC meeting in November.

Finally, the Subcommittee discussed the process for updating current federal safety standards. Issues included concerned engine weight tables, fuel hose labeling, ballast bags affect on capacity, country codes for HINs, and powering and person capacities, to name a few. The Subcommittee was authorized to form a working group, with the DFO's approval, to review the current 33 CFR Part 183, Boats and Associated Equipment. Anyone who wishes to join this group should contact Mr. Marlow directly.

Prevention Through People Subcommittee Report

Mr. Moore said the Subcommittee met on April 14, 2012. A roll call was conducted and everyone was present. The Subcommittee discussed the following agenda items:

*89th Meeting
of the
National Boating Safety Advisory Council*

Mr. Stacey gave a presentation on hands-on/ on-the-water training, during which he updated everyone about the national work that is taking place. Mr. Baron provided an update on the National Outreach Working Group, and the group's Chairman, Mr. Meddock, offered additional information. There was significant discussion on efforts to develop a better system of coordinating outreach efforts nationwide.

There was a discussion, concluded today, about safety outreach campaigns in Minnesota and other states. There will be an Action Item regarding that. Mr. Stec gave a presentation on stand up paddleboards. The Subcommittee will ask the Coast Guard to join in further discussions about stand up paddleboards and their potential exemption from carriage requirements; also about unclear language within current regulations concerning exemptions for other types of vessels.

LT McCall gave a presentation about limited OUPV licensing. The Subcommittee wants to make sure there is a clear way forward for those who wish to obtain a license; also to provide clarification for those who are confused about whether or not they are required to have a license. The Subcommittee made a recommendation to LT McCall to consider ways to clear up those issues. Additional work on that project is pending.

Mr. Moore then mentioned Ms. Dillon's discussion about assessing student retention in online versus classroom settings. He recommended that members look at that research report on Homeport for additional information.

He said there was one Action Item on which the Subcommittee wished to move forward, in which they would recommend that the Coast Guard work with them and others from Minnesota to do research on what that state is doing to produce such low recreational boating casualty rates. The Subcommittee will then develop a set of best practices to be used by other states. Further, the Coast Guard would be encouraged to choose a location in the country where these best practices could be tested.

Action Item – “Successful” program research

Recommend that the USCG assign staff to work with this Subcommittee and appropriate personnel from the State of Minnesota to perform additional research to better understand the apparent success of Minnesota's boating program and to develop a set of best practices relative to boating safety program effectiveness for use by other states and boating safety organizations. This should be completed in time to be reported to the Council at the November 2012 meeting.

We further recommend that any best practices which result from this effort are formally tested over a time period of at least five years with a commitment of USCG resources from both HQ and the appropriate District, a state boating program, that state program's local, state and national partners and with involvement of the National Outreach Working Group. This testing should focus on a single state which has had little history of significant public boating safety outreach/marketing, a relatively high total number of annual recreational boating fatalities, has a substantial opportunity for USCG District support and has the capability of engaging its boating safety partners and others toward a common goal.

*89th Meeting
of the
National Boating Safety Advisory Council*

Mr. Muldoon asked for a motion which Mr. Moore brought forward. The motion was seconded by Mr. Maxim and passed. He asked if there were any comments or questions.

Mr. J. Johnson suggested that text on the Action Item be changed from "the state of Minnesota" to "the states" because there might be good ideas and success stories from other regions. He felt the plan could be a bit broader.

Mr. Muldoon asked if that modification was acceptable. Mr. Moore said it was okay provided it wouldn't cause a delay—words to the effect of "consideration of other programs" might be appropriate.

Mr. Muldoon asked for a second to that amendment; it was seconded by Mr. Hawley and passed.

Mr. Hoedt read the exact change from the item: under "personnel from the state of Minnesota," it would instead read "states." The next line would instead read, "apparent success of state boating programs."

Mr. Stec wanted to ensure that this was still in the discussion phase. He said that while the proposal was great, it might be rushing things to expect the information by November.

Mr. Muldoon called for a vote on the amendment; it was passed by seven to five. He then called for a vote on the amended resolution. It was passed unanimously.

Mr. Moore said Mr. Lumian wondered if it was appropriate for the Council to take up a resolution that would address California's proposal to change the location of their Boating and Waterways Agency and possibly merge with another agency. They decided not to bring this forward as an Action Item because the Coast Guard typically does not involve itself in how states operate. However, Mr. Moore wished to advise the group that that effort was under way in California, and if members of the Council or audience wished to have input on the issue, they should "have those comments be heard through the appropriate channels."

Mr. Johnson said this was the fifth or sixth run on Boating and Waterways by Parks and Recreation. He had contacted Mr. Tsuneyoshi to ask him if any reasonable action could be taken to confront the format being used by the present state group, but had not heard back. He said everyone had advised him that this time the format was structured so that it would be very difficult to maintain the California Department of Boating and Waterways as it is.

Mr. Muldoon thought the Council would be stretching its charter to become involved, unless they were certain it would have a drastic effect on boating safety.

**89th Meeting
of the
National Boating Safety Advisory Council**

Mr. Hoedt went over some housekeeping items. Mr. Muldoon then thanked all the members of the Council for attending. He remarked that it had not been the smoothest meeting, and said he was disappointed that they didn't have a full Council this time. He hoped that situation would improve soon. He took a motion to adjourn from Mr. Marlow, which was seconded and passed unanimously.


The 89th meeting of the National Boating Safety Advisory Council was adjourned at 1:17pm.

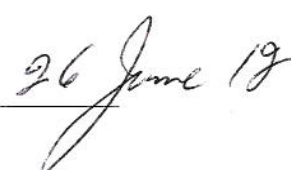
The 89th Meeting of the National Boating Safety Advisory Council is adjourned.

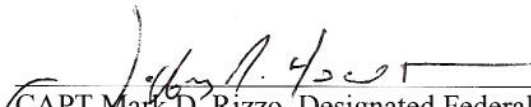
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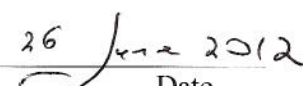
1. 89th Meeting Resolutions
2. 89th Meeting Action Items

This is to certify that the above are accurate minutes of the eighty-ninth meeting of the National Boating Safety Advisory Council.


James P. Muldoon, Chairman
National Boating Safety Advisory Council


Date


CAPT Mark D. Rizzo, Designated Federal Officer
National Boating Safety Advisory Council


Date

**89th Meeting
of the
NATIONAL BOATING SAFETY ADVISORY COUNCIL**

**April 13-14, 2012
Arlington, Virginia**

Resolution Number 2012-89-01

**Recognition of Excellent Leadership of the
National Recreational Boating Safety Program — Captain Mark Rizzo**

WHEREAS, Captain Mark Rizzo has faithfully served the United States Coast Guard for 34 years; AND

WHEREAS, the Captain has led the National Recreational Boating Safety Program from July 2008 to the present; AND

WHEREAS, over his career, the Captain has earned two Coast Guard Meritorious Service Medals, 3 Coast Guard Commendation Medals, the 9-11 Medal, three Coast Guard Achievement Medals, two Commandant's Letter of Commendation, two Good Conduct Medals, National Defense Medal, Special Ops Service Ribbon, Unit Commendation and 3 Merit Unit Commendations, and the Bonner Award for Boating Safety; AND

WHEREAS, as a result of his leadership, the Coast Guard cleared the first ever legislative change proposal for the Sport Fish Restoration and Boating Trust Fund through the Coast Guard, DHS, and through the White House, to be delivered to Congress for action; AND

WHEREAS, through his tenure, he has lead the office to collaborate closely with the U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service, facilitated the reaffirmation of the Strategic Plan of the National Recreational Boating Safety Program, published a Final Rule in the Federal Register to streamline the Standard Numbering System, Vessel Identification System, and Boating Accident Report Database, and on his watch, the Program recorded the lowest number of recreational deaths since the inception of the Program.

NOW, THEREFORE, BE IT RESOLVED that the National Boating Safety Advisory Council, meeting in regular session in Arlington, VA, on April 14, 2012, recognizes Captain Mark Rizzo for his outstanding service to the U.S. Coast Guard and the partners who comprise the National Recreational Boating Safety Program, and wishes him fair winds and following seas in a well deserved retirement.

James P. Muldoon, Chairman
National Boating Safety Advisory Council

**89th Meeting
of the
NATIONAL BOATING SAFETY ADVISORY COUNCIL**

**April 13-14, 2012
Arlington, Virginia**

Resolution Number 2012-89-02

**Recognition of Mr. John Malatak's Distinguished Career in Recreational Boating
Safety**

WHEREAS, Mr. John Malatak sustained exceptional performance of duties for 20 years in the Coast Guard's Recreational Boating Safety Program and has total combined service as a leader in the field of boating safety of more than 42 years; AND

WHEREAS, he became a mainstay within the program where he was responsible to ensure total coordination and collaboration with organizations, states, territories and federal agencies relating to matters pertaining to recreational boating safety, education, implementation, communications and awareness programs; AND

WHEREAS, he served as the Coast Guard Liaison to such prestigious Boards and Committees as the National Association of State Boating Law Administrators, National Water Safety Congress, United States Power Squadrons, National Safe Boating Council, and the United States Coast Guard Auxiliary Operations Committee; AND

WHEREAS, as a result of his direct leadership, the International Boating and Water Safety Summit was created and, now in its sixteenth year, is considered the premier event for training, awareness, meeting and networking for anyone involved in boating safety; AND

WHEREAS, he has received numerous awards to include the prestigious "Silver Schooner" Award, "Chapman Safety Award", is an inductee into the National Boating Safety Hall of Fame, and is recognized internationally as an expert in his field, AND

WHEREAS, with a passion for safe boating and a personal drive toward innovative safety interventions, his personal and professional efforts have undoubtedly contributed to saving untold numbers of lives on our Nation's waterways.

NOW, THEREFORE, BE IT RESOLVED that the National Boating Safety Advisory Council, meeting in regular session in Arlington, VA, on April 14, 2012, recognizes Mr. John Malatak for his outstanding accomplishments over the years which have had a significant impact on improving the National Recreational Boating Safety Program, and wishes him fair winds and following seas in a well deserved retirement.

James P. Muldoon, Chairman
National Boating Safety Advisory Council

**89th Meeting
of the
NATIONAL BOATING SAFETY ADVISORY COUNCIL**

**April 13-14, 2012
Arlington, Virginia**

89th NBSAC Action Item

Action Item 2012-89-01: “Successful” program research

Recommend that the USCG assign staff to work with this subcommittee and appropriate personnel from the states to perform additional research to better understand the apparent success of state boating programs and to develop a set of best practices relative to boating safety program effectiveness for use by other states and boating safety organizations. This should be completed in time to be reported to the Council at the November 2012 meeting.

We further recommend that any best practices which result from this effort are formally tested over a time period of at least five years with a commitment of USCG resources from both HQ and the appropriate District, a state boating program, that state program’s local, state and national partners and with involvement of the National Outreach Working Group. This testing should focus on a single state which has had little history of significant public boating safety outreach/marketing, a relatively high total number of annual recreational boating fatalities, has a substantial opportunity for USCG District support and has the capability of engaging its boating safety partners and others toward a common goal.