NSBC Board Meeting:

NWSC – Cecelia Duer – Summit magnets have been mailed announcing the 2007 Summit, March 4-7 in San Antonio, TX. There are still some openings for sessions on law enforcement. Their grant program is open for applications through December 15. Award nominations are being accepted through December 1. Their barge lighting grant will display two illumination schemes on the river (one night was canceled due to water conditions). Spirit of America, a very successful program in Ohio has been replicated in Iowa and planned to also go to Mississippi.

CSBC – Ed Carter just returned from their Symposium in Quebec City. They talked up the Summit and many plan on attending. They also are receiving applications for their BEAA award. Their safe boating week was the best ever and they have been visiting and using NSBC’s web site. A side comment – our web site costs NSBC $4K per year, and we are receiving about $100K value, the Coast Guard’s web site costs $50K per year. CSBC raised $20K in donations for their boating safety week. They will try to re-energize their PFD initiative; Barbara Byers will chair that task force. Next year’s Symposium will be in Halifax, Sept. 20 – 22.

ICOSIT – Ed Carter went over there on short notice and reimbursed in full. The venue was similar to past meetings, and they met on 11Sept. the 5 year anniversary of 9/11. They are planning a meeting for 2007.

Secretary Report – Jim Richardson reported that the Council’s auditor joined the summer conference. The OMC grant was issued and agreements were made with Mustang and Sperry Topsiders®.

Financial Report – A handout was distributed, the council added $30K to the “Rainy Day Fund”.

Executive Director’s Report – Virgil Chambers explained the Sperry agreement, $10K a year for 3 years and they joined as Patron members. Sperry will provide free shoes to our Instructors, and presented discounts to attendees. INBEV has joined the Council; they are the largest brewery in the world, based in Europe. We got a clearance from Coors, our long time supporter, and will insure there are no conflicts. Labatt Beer is one of their brands, who will support the Silver Skipper Safe Crew, a project with CSBC. Mustang is providing life jackets with the Sidekicks theme, and donating 12,000 for boat shows. Their campaign will be “Keep Hope Afloat”, and target children through the web site. They have also combined with the Portland and Seattle Boat Shows to give away life jackets to kids. West Marine has kicked off an essay contest on the NSBC’s web site and will distribute $2500 in prizes. There were legal issues about predators going on line, but items have been worked out. Wal-Mart is also contributing prizes, savings bonds, PFD’s, and hats.
Safe Boating Campaign – Erika Clemmons said the Council is collecting “Saved by the Jacket” stories for a volume two book. In 2006, ordering on line was down from 2005, but 2005 was unusually high. 2006 matched previous years. She provided a re-cap of orders; CG Aux led the field by a wide margin. She is considering magnetic post cards, as the Summit did, to announce the upcoming campaign. These will go out as soon as addresses are submitted. She is also considering a second mailing of postcards to those who ordered materials, to remind them to submit an evaluation – which is on the web site and can be submitted on line. This is extremely important to help evaluate the campaign, in light of a much higher requirement of measuring grant results. The Wear It logo will stay the same. We talked about the Northern California focus. Extra grant money has been provided by the CG and by Boat/US’s Sportsman Foundation to mount a special effort in the Delta region of California. Cash prizes for being caught wearing a PFD were discussed, there are some legal problems with those. Signs, maps and other means will target anglers and boats on trailers. A blank spot on brochures will allow the distributor to place a stamp or local contact, and all are encouraged to list their local events on the NSBC Campaign web site.

NSBC’s 50th Anniversary arrives with the 2008 season; the Summit that year will be in San Diego.

Awards – Joyce Shaw has sent letters to the 3 NASBLA regional presidents and to CSBC announcing our awards. We would like to link the award application to their individual sites. NSBC has become the sponsor of the NASBLA Education Award, and Boat/US has assumed sponsorship of the NSBC Youth Award.

Coast Guard – John Malatak talked about the life jacket exhibit for NSBC to promote “Boat Responsibly”. The CG Info Line will be discontinued 1 October, it has received about 32K call a year, but a diminishing number involve boating. A recording will direct callers to the CG web site.

RBS Grants – Jim Richardson reported that only 3 reports are outstanding from the 2005 awardees. One was from Slidell, LA, which understandably might be delayed. He expects the final Reports to be ready by the coming winter meeting. Applications for 2007 begin 25 Oct. and close 25 January.

Education – Emily King reported that a record number of Instructor Certification courses went down and the program garners rave reviews.

ACA – Pam Dillon is working on a MOU to be signed by ACA and NSBC. There was some banter about doing that on the kitchen table.

The group was polled about hearing about ethanol problems, NSBC has not received any queries, but Boat/US is getting a ton.

General Membership Meeting reflected many of the above reports. The election was held, the next slate of officers are:

Chair – Ruth Wood, Boat/US Foundation
Vice Chair – Veronica Floyd, Brunswick
Sunday there were NASBLA committee meetings. Each was 45 minutes long, and none overlapped. The following are my notes from those meetings.

Numbering & Titling:
The effort for the 17 digit HIN is conducting a survey to justify to Office of Management and Budget a cost benefit study. This is perhaps the last gasp for this initiative. The Commandant has stressed emphasis on the ability to identify vessels, and the Vessel Identification System has been given a shot in the arm. A national vessel titling effort is also going forward; a subcommittee is working with motor vehicle departments on definitions to align such a system with the motor vehicles. Problems include state funding, liens, time frames, stolen vehicles/boats, and will become a key issue for NASBLA. Definitions in the CFR’s are being looked at. Documented vessels that are sold also are a problem if the CG Documentation Center is not informed. A new Numbering and Titling Manual is due in the fall. A revised version of the Registration of Non-Powered Vessels is being submitted. Their next meeting will be on 2/24 in Panama City, FL.

Boating Accident investigation, Reporting & Analysis:
Criteria for reporting accidents changed in 2002, which has altered statistics. Carbon monoxide, swimmers from drifting vessels, and stray electrocutions were added, as well as the damage limits raised. The committee has developed a decision matrix to assist field officers define – What is an accident? If NASBLA approves, it will be sent to the CG and to the National Boating Safety Advisory Council (BSAC). It gets into issues like which vessels should be counted, which waters apply, and will cover sole state waters. The matrix is based on definitions in the CFR, clarifying terms. The new BAR (boating accident form) now captures human error and codes it. 30 jurisdictions have collected this for at least 5 years, some states are querying this information but the CG is not at this point. The ABYC (American Boat & Yacht Council) is looking at this information. For example, if manufacturers raised seat backs on bow riders, would this reduce passenger ejections? They are also looking at swimming ladders to reduce prop injuries. All states except California are submitted BAR’s electronically. California’s submissions are well within the standards. The Ethan Allen accident on Lake George, NY, has generated state laws concerning commercial vessels, and a seminar is planned this fall at the NTSB Academy to come up with assistance for the states. The issue goes into outfitters for canoes and rafts, and a whole variety of state permitting and licenses. BAIRAC oversees the Accident Analysis Seminars, training for investigators. Next year they will be held in CA, TX, NC, NY, MN, and the advanced course will be announced later. State officers are asking for certification for attending this course, NASBLA will do so starting in 2007. Some items on the BAR form fall short, such as the make of the motor, serial number. Difficulty knowing the serial number might be a big drawback on some of these law enforcement issues. The CG will look into the differences between self reporting and investigative reports. A new crash collision grant will investigate accidents using two moving boats. This is being done with NTSB and will also look at
passenger injuries using mannequins. It is a two year grant, and a new accident report manual is under development.

Boats & Associated Equipment:
PWC off throttle steering standards have been written and are on the web at SAE.com. A PFD pamphlet working group for PWC’s has been formed, and the definition of white water has been set using the international definitions of Class II and above. This will appear on PFD labels, and be helpful in enforcement stops. They continue to monitor the 65 mph PWC speed limit by manufacturers, no change reported. ABYC is working on a model act concerning CO poisoning and prop strikes. It was decided that the two can not go under the same act, they are too different. A ten foot rule is being considered, when a person is in the water within 10 feet of the vessel, the engine must be turned off, with some specific exceptions. 12 to 14% of all boats are not NMMA certified, so may not have CO detectors and are open for a law suit. Issues that involve manufacturer installed, dealer installed or personal installation are not covered by Federal regulations. The recall of kite tubes might become a committee charge, and while most have been turned in, there is a number that have not. Other similar dangerous products exist, but it’s a free country. In 2006 there were 102 prop strike accident reports sent in, and a brochure is being prepared. ABYC is looking at boat use and ergonomics to reduce accidents (raising the seat back in bow riders), hand holds, lanyards and more. Prop strikes are usually the 2nd or 3rd event in an accident; the main job is to keep people in the boat. Runabouts and Jon boats are two candidates for standards.

Education:
The Seal of Safe Boating Practices gives a NASBLA endorsement to products, handbooks; DVD’s and issues a logo. The test question data base grew by 52 questions. Emily King is researching how educational public relations affect awareness and will check with the CG’s web data analysis. California is working on a mandatory education bill and has it on their web site. PFD outreach in Florida is using the Lee County statistics as a base line, and specific area campaigns and resources are being closely studied.

Homeland Defense:
When going to Congressional Representatives, the question usually is, “What does the CG think?” The committee discussed 4 items with the Commandant. There are funding issues, marine enforcement agencies have received no additional funds to conduct homeland defense. Courses for law enforcement officers are being offered and ICS type training as well. CG stations are training state and local officers; Joe Carro at CGHQ is the point of contact. They cover tactics, boat handling, counter terrorism training, and this is very good for brand new officers. The need for national certification was raised; interoperability has been and continues to be a problem.

I missed other meetings.
ADM Allen’s remarks at the opening session:

He cited his 35 year partnership with rescue efforts, culminating in Hurricane Katrina’s aftermath. He congratulated the various fish and wildlife officers for their contributions, and listed many of the agencies that participated. On water threats are a big concern to him now. These partnerships have to meet them. 9/11 shifted paradigms, with AIS for commercial vessels, and we are safer now than before 9/11. Water is different. He cited how aviation has transponders, and land has borders. But water is huge; there are no lines other than territorial seas and other boundaries on the high seas. Managing the seas involves the coastal states and marine domain awareness. He will establish a committee in CGHQ to implement security info, fishing interests, and awareness and interception methods, all leading to increased security. This will involve Federal State and local assets. Accidents, patrols, education, identification and VIS are part of this initiative. He will look at carriage requirements, regarding EPIRBS, radios, GPS, and other devices. Communications between Federal and State agencies needs investigation. NASBLA deserves large credit for reducing boating accidents. Would changes in PFD’s, education help to move us forward? Safety and Security work hand in hand. We need to set priorities and provide additional "Wallop-Breaux" funding. He related his meeting with Dick Kempthorne, Secretary of Interior, and the great relations that will produce concerning mutual interests. He will also meet with State Governors and enlist their support.

Mark Rosenkerr, Director NTSB:
He referred to the PFD Forum, hosted by NTSB Academy, which sent 4 recommendations to the CG, NMMA, MRAA (Marine Retailers Assn. of America) and NASBLA. His drive is to get mandatory boating education in every state. Politics is holding up mandatory PFD wear, and he wants to improve PFD wear rates, education and persuasion to wear jackets. The Outdoor Channel now shows all water activities with passengers wearing their PFD’s. He showed NSBC’s sign, a yellow traffic type sign that has a graphic of a PFD and “Wear It” on it. He will be at the Miami boat show to see how manufacturers and displays feature PFD’s. The NTSB’s Most Wanted List meeting that focuses on states and legislation on safety issues will again contain recreational boating. 46 states have PFD laws, mostly for children of various ages; he wants all 50 and the territories. 34 states require some sort of temporary certificates/training for people renting PWC’s. There are safety issues for small commercial vessels, and cited the Ethan Allen accident as an example of the need to regulate uninspected vessels. There will be a training session at the NTSB Academy in October. He offered to send NTSB Board members on visits, or not. He presented awards to VI, OK, NM, and RI for requiring mandatory education, PFD’s for those under 13, and a Blood Alcohol Content implied consent law.

Jim Muldoon, Chair NBSAC:
The movie, The Guardian, raised $750K at a premier for the CG Foundation. He explained that NBSAC will now include security issues, and consists of 21 members, 7 BLA’s, 7 from industry, and 7 from the general public. He thanked the BLA’s that have served and are serving. Offices of Management and Budget and the Department of Homeland Security have tasked the CG to do strategic planning. Goals and Objectives, plus measurement of results supported by the public are being written. A committee headed by Fred Messmann, NV, has set CG RBS goals, which have been forwarded to
the CG and NBSAC. Two main goals emerged. A 2½% reduction in fatalities or 50 per year, and a reduction of 150 injuries per year. Data collection is very important; PFD’s are a huge part of reducing drowning. Past efforts have not worked well, we need to promote wearing PFD’s and promote inflatables at a reasonable cost. He talked about the 17 digit HIN, how it would improve safety and security, and NBSAC has asked the CG to proceed with the regulatory process, and eventually a chip could be added so that the HIN could be scanned from afar. Proof of proficiency is needed, and boat operators should be required to carry identification. This is not feasible this year, but might be in the next Congress. They are looking at VHF and EPIRBS, should they be carried when going a mile offshore? He cited the barge lighting project, and the combined effort with NAVSAC and TSAC (two other advisory councils) that will look at the evaluations. They are looking at prop strikes, how to measure reductions and other issues. Issues include 28% of the prop strikes involved unattended boats, and 29% involved swimmers. 3 resolutions have gone to the CG, one requires engine cut off switches, another requires the operator of a motor boat to kill the engine when close to a swimmer or someone hanging onto the boat in the water, and the last to install an engine cut off to prevent the operator from leaving the helm. They are asking the CG to include in the grant requests measurement of success.

Jeff Hoedt, CGHQ:

The strategic planning session has set goals with estimated numbers including casualties. It will be finalized in October at the Messmann Committee meeting. Implementation in 2007 will estimate a baseline and measurement objectives. They might have to amend the mission statement. Objective – Improve accident data and reporting and data analysis through gap analysis. Estimate baseline measurements using the CG National Survey looking at public awareness of safe boating practices. Stabilize observed PFD wear rate, using the JSI study and in 2007 increase observed wear. Studies so far indicate less than 6% of adults are wearing PFD’s in boats other than PWC and paddle craft. An increase of 3% means 80,000 people have to wear a PFD, and that would equal 1/3 of a life. Decrease the number of alcohol related accidents by some amount, and a way to measure involvement. Reduce fatalities due to NAVRULES infractions in 5 categories – negligence, careless, speed, lookout and inattention. Create a system to evaluate carriage requirements. Create a database in 2007 to track boating course and on water skills courses of instruction. Create a database of NASBLA approved education certificates issued annually from all providers. Decrease recreational boating manufacturer discrepancies. Of 2136 factory visits, 1192 discrepancies were found in the 2005 baseline. The JSI 2005 PFD wear rate observational study can be seen on USCGboating.org. That study does not break down statistics by state levels. How do we measure? The Northern California Campaign will do that, and this effort may be a multi-year effort. CGHQ is again reorganizing, and will have new identifiers, CG1, CG2, CG3 etc. This will mirror DOD’s system. The Office of Boating Safety will be in CG3. He covered some personnel changes in the office and they have hired a PHD, Dr. Philippe Gwet for the National Boating Survey project. New phone numbers come next week, and new email addresses 1 October. Wallop Breaux funding is bringing more money to the Boating part of the trust fund, 18.5% of the total motor boat fuel taxes will flow to boating. That’s $64M going up to $91M this year and $101M the following year. Non Profit grant totals rise from about 2.7M to 4.7M and then 5.4M. Measurement to satisfy GAO requirements must be in grant requests. There is an upcoming non-profit grant workshop in DC which will cover objectives and scoring
to CG objectives. The 2005 Boating Statistics are posted on the CGHQ web site; paper versions will not be issued. 2006 accidents are running above last year. They will endeavor to improve the speed that these reports are posted, and ask for state help. They want them before National Safe Boating Week in May. The CG Info Line will shut down. That was contracted, 32K calls per year, with 60% not RBS questions. The $250K contract ends 1 October, and we were asked to get the word out. The VIS contract was let; Jack Ellis in CGHQ is the point of contact. Most states now submit data to Info Link, which is vital for homeland security and RBS. Info is protected to comply with state laws, and any law enforcement officer can access data in the field, and it has monthly updates. The National Boating Survey was awarded with a 2006 grant to NMMA. It sets advisory panels, partners and a scientific advisory group. It will implement in 2007 and they hope to do it every other year to capture state by state data. They are looking at societal costs regarding BUI accidents. They are also looking at the quick phase in of mandatory education versus born after dates, and will produce studies giving results on line. Prop strike avoidance will result in an ABYC and NBSAC brochure. PFD choices pamphlets and point of sale posters are in the works. Children on PWC’s and ID cards aboard are other matters of public awareness that need help. Vessel determinations/definitions requests mostly come from BLA’s and a few from manufacturers, the Federal Register is the final word, and might impact state statutes. Carriage requirements, operations and accident reporting are also being looked at. The 17 digit HIN is being studied and a new BAR is being developed, they are looking for input. Barge lighting is underway, and the NTSB workshop will focus on non-navigable waters and small passenger vessel safety training. This includes the Ethan Allen accident as well as the pontoon boat in Baltimore Harbor accident and will bridge the gap between recreational and commercial vessels. He presented an award to Charlie Sledd, President NASBLA.

Col. Julie Jones, FWC Florida:
Agency planning and response to national disasters show that conservation and wildlife officers have unique relationships with constituents. Jurisdictions and funding are different in states, we have to adapt to new and growing missions, equipment, land navigation, water survival, and their every day job easily converts to the emergency mode. The core missions protect boaters, the waterways and maritime areas, and provide wilderness law enforcement. It has to be an all hazards approach – earthquakes, hurricanes, urban SAR, transportation, floods and lots more. Special equipment vehicles, such as ATV’s, PWC’s, swamp buggies, airboats, aircraft, landing craft head the list. Special operations groups consisting of volunteers who add to their normal duties in training, physical conditioning and such. Born after Hurricane Andrew, patrols SAR, humanitarian relief need prior planning and practicing. Urban SAR includes firefighters, and can insert quickly resources into area and doesn’t need immediate support. Federal partnerships with CG, Navy, National Guard and Special Forces are desirable. Once Hurricane Katrina passed Florida, state resources became available for other states and were deployed upon requests from effected states. Emergency Management Assistance Compact (EMAC) allows personnel to operate in other states as they would in their own state. This is set once the Governor sets a state of emergency and asks for assistance. Just about every state responded to Katrina, but they needed specific authority to use guns and have arrest powers. NIMS and ICS training should be universal. Lessons learned included personnel health and welfare, particularly stress management. Self support with fuel, communications, food, lodging
and contracted supplies need attention. Florida has 7 Regional Domestic Task Forces; the Waterborne Response Team has a minimum of 7 officers and is a multi agency initiative. A 3 tier system has been set up, basic, enhanced and SWAT. The Department of Homeland Security and the CG have developed and are delivering maritime tactical training.

Capt. Alan Richard, FWC Florida NAVRULES Workshop:
He pointed out the fact that the NAVRULES book one might order from GPO or buy in a store might be out of date. The latest books have red writing on the cover and were issued in 2005. GPO is currently out of stock, and advised to check commercial sources. The NAVCEN web site has the latest changes; you can cut and paste their PDF file to fit your book. He began a discussion about using the right language for NAVRULES. The term boat, under the Federal Safe Boating Act of 1971, driving carriage requirements, VDS, etc., has no meaning under the NAVRULES. The term vessel is the proper term. Vessels constricted by draft also don’t apply to Inland Rules. Vessels are power driven, sailing vessels, vessels engaged in fishing, vessels not under command, vessels restricted in their ability to maneuver such as working vessels and vessels engaged in diving operations. Vessels in sight of one another (not obstructed by a river bend), and the difference between restricted visibility and obstructed visibility. A new definition is WIG, wing in ground effect vessel is almost a seaplane, although is considered a motor vessel. Rules 5 – 9 are the key rules. 5 concerns lookouts, 6 safe speed – proper and effective action to avoid collision, 7 risk of collision, 8 action to avoid collision and 9 narrow channels. While a narrow channel is not defined, a good rule of thumb might be that you should be able to make a 180 degree turn in your half of the channel. This could vary with speed and size of the boat. Steering and Sailing Rules do not apply if it’s a not in sight event. Head on and crossing situations only apply to 2 power boats. The workshop was very informative and entertaining, Capt. Richard is a walking encyclopedia on this subject.

Education:
An education model act is posted on the NASBLA web site, is a born after variety and issues a card. In 2000 17 states had mandatory education, that figure has climbed to 47. 20 states focus on children, 18 are born after laws, and 9 apply or will to everyone. 7 States have PWC mandatory education and 13 have a temporary certificate for PWC renters, and 7 for paddle craft renters. 52 States/Territories mandate PFD wear on some citizens, mostly children. The Education Committee did a survey and found the following 10 states the lowest in fatalities per 100K registered boats: IA, MN, DE, MI, WI, PA, NH, VT, OH, and CT. Most of the top 10 have had mandatory education programs for a long time (MN for 31 years), 4 states register non-powered craft, 3 have temporary certificates for renters, and all 10 have full time educational employees on their staff. The bottom ten, which were not named, have much lower figures that seem to contribute to better records. This study will be posted on the NASBLA web site.

What’s a Boating Accident – Capt. Moore, FL and Gary Haupt, MO
The accident matrix, which is a flow chart, was a priority of BAIRAC, and is based on current CFR definitions, which are not expected to change. Accident reports from states to the CG have guidelines for reporting, but CO poisoning, stray current, and swimmers were slipping through the cracks. Rules changed in 2001, damage limits were increased
from $500 to $2000 and brought in the above types of casualties. BAIRAC wants further analysis with the CG, and as a result, the matrix was developed. It asks 4 questions.

Q1 – Did an incident occur involving at least 1 recreational vessel? (What is a vessel – a recreational vessel manufactured or operated for pleasure that is propelled or controlled by machinery, sails, paddles, poles or another vessel) It doesn’t include water toys or inspected vessels. Water toys, inflatable tubes, rafts, boogie boards, surf boards, paddle boats, marine ATV’s can be best described as being used by bathers or in a swim area. If the answer is yes, go to Q2

Q2 – Was the vessel on waters subject to the jurisdiction of the U. S., State, Territory, or on sole state waters, or owned in the U. S. and on the high seas beyond the territorial seas? If yes, go to Q3.

Q3 – did one of more of the following result in Death, Missing, Injury – defined as a person needing or should have more than first aid, property damage exceeding $2,000 or a complete loss. If yes, go to Q4.

Q4 – Was death, missing, injury, property damage or total loss a result of the vessel’s construction, operations, seaworthiness, equipment or machinery? A big list of occurrences excluded, such as a person dies in an assault, or property damage because of a fire ashore or vandalism. Recommended changes to exclude is when someone dies as a result of swimming to depart from a place of safety, either the vessel of shore, voluntarily leaving the boat of the shore. Currently they are included because of CO issues and stray electric current. NBSAC asked to add these accidents for a time. Moore compared a boating accident to an automobile accident. Someone parks the car on the side of the road to relieve oneself, falls in a hole, and is that an auto accident? If the car is not braked an slides down the hill, is that an accident? They are asking the CG and NBSAC for exclusions for the swimming situation by resolution.

Marketing Boating Safety, LCRA
If you’re trying to use public service announcements to get your message out, you’re relying on good will and have little time and place for message control. If your message is BUI (DWI), you’ll find little business support. In the LCRA’s area of central Texas, their target is male, between the ages of 18 and 34 who drown. They work to change attitude and behavior, educate the public, find the time and place for highest impact, know their audience and support with traditional tactics. Research shows that the target audience reads maxim magazine, like the TV program Jackass, and they learned other demographic information. Reaching them through their peers, mostly girlfriends, and leverage fun to engage the audience in the subject. Normally there is a limited budget. Celebrity spokes people can help if they are “cool”. Web pages, and keeping law enforcement non-confrontational is important. Business sponsors and knowing the target audience is critical. They used a female tri-athlete who is well known to the young men, but not to the directors of the program. Their message was “Nobody’s Waterproof”, and they also enlisted lifeguards for pay to deliver the word. The media tends to blame the water or lake (Lake Travis was the center of this campaign), they endeavored to focus on behavior. They handed out a laminated brochure at businesses and at public ramps. You must budget for measurement.

BUI Study, Dan Maxim, CGAux:
The number of fatalities is relatively high and very preventable. RBS has the third highest level of fatalities, behind automobile and trains (this included collision with autos at crossings). The BAR is the standard form for reporting, either self reporting or
investigative. It stands to reason many BUI conditions are overlooked in the self reporting report. The BARD (Boating Accident Reporting Database) is compiled by the CG and Boating Statistics and used for setting goals, quality data is essential. Gaps might include some boaters fail to report, the social and economic costs of accidents. BARD accident and injuries are not related to exposure. Data must improve, training, the form, and studies to look at exposure. A new study by the Pacific Institute Research and Evaluation is looking at under reporting and alcohol involvement. Using 2002 as a base year, an advisory board was formed including folks from NHTSA, FHTSA/FAA, JSI, insurance companies and the NTSB. The Board is looking at data similar to that collected by the BARD. Those with multiple causes of death have a high correlation with BARD, like within 1%. In 2002, BARD recorded 750 fatalities, further studies from medical institutions recording accidental deaths showed 758 boating fatalities, consistent with the 1% belief. Injury reports from 36 states jumped 25% in comparison with medical reports. Non admitted to a medical facility injuries, in 11 states, was about 32K, whereas BARD had 2309, a substantial under reporting condition. The Board believes that fatalities are 99% accurate in BARD, 80% accurate in admitted injuries, and 7% accurate in non-admitted injuries. Social costs are higher with fatalities than injuries, so using the above reasoning, about 70% of social costs are captured. Prior studies have shown that someone BUI is more likely to have an accident and that accident will be more severe. BARD likely underestimates BUI and self reporting BUI. A two year period, 2002-2003, recorded 23% of the fatalities resulted because of alcohol involvement and 35% mentioned alcohol somewhere in the report. 9% of the accidents involving injuries were due to alcohol, and 13% mentioned alcohol in the report. This track with automobile accident studies, and is much higher than accidents in aviation, trains and commercial trucks. All feel the study is useful and that BARD is capturing the fatalities, but is less accurate regarding injuries. The Board recommends revising the injury portion of the BAR and their report will be available on the CG web site.

Business Meeting:
Absent were AL, Am. Samoa, CO, DC, MS, NJ, NY, NC, and ND
Mr. Grimsley, Commissioner for Conservation in Alabama spoke about their licensing bill and Bill Garner’s exceptional performance of duty as BLA of that state. Mr. Garner passed away this spring.
The Treasurer’s report was given and passed.
Committee reports were condensed versions of the ones I took notes on. Exceptions were:
Law Enforcement – emphasized the track at the Summit needing sessions. They discussed equipment available for state officers. They are working with the CG and the MPOC School and tactical course. PWC enforcement training is being developed. They are working with the CG to develop a database for manufacturers. Certification of instructors, and enforcement of noise levels are on the list. They will conduct 4 BUI seminars next year, and they are tracking funding for BWI training.
Paddle Sports – An increase in Hispanic participation kayaking has been noted. They want to ID water trails, ACA has a good web site with many of them. Carriage requirements for paddlers are being studied by NBSAC. Accident training models are being developed. Some states would like to include registered non powered vessels to the formula for distribution of Wallop Breaux funds, but Congress opposes this notion unless they comply with the Federal Numbering System.
Waterway Management – Is working to define waterway management. In addition they are looking at the loss of boating areas and access, as well as abandoned vessels.

A solicitation went out for committee members, due by October 15. 4 rules and resolutions were passed. State dues were increased to $6000 per year, which will fund a full time representative in Washington, DC, and other projects.

Next meetings:
2007 – Burlington, VT (Wed. 9/5-10) 2008 – Clearwater, FL
2009 – 50th Anniversary – Corpus Christi, TX 2010 – Hawaii

New Officers Elected:
President - Jeff Johnson, AK
Vice President – John Fetterman, ME
Treasurer – Terry West, GA
At Large – Richard Moore, FL; Ron Jendro, MT; Jim Graybeal, DE

Respectively submitted:

Bill Griswold