

Government and Partner Relations Committee

0810 Thursday, 4 February 2010

Call to order by R/C William E. Husted, SN

Introduction of Committee Members in Attendance

P/C Howard P. Barry, Jr., JN	P/D/C Robert E. Canfield, JN	P/R/C Priscilla B. Clarke, AP
P/R/C David A. Daniels, SN	P/V/C Robert P. David, SN	Stf/C Richard Gercak, AP
P/R/C Robert D. Holub, SN	R/C William E. Husted, SN	P/N/Fl/Lt Dick Jarmon, SN
D/Lt/C Mary Ann Jensen, JN	D/Lt. Howard Manly, AP	P/R/C Norma J. Parrish, AP
D/C Artemas M. Pickard, SN	Stf/C Lawrence Rathbun, SN	P/C Devohn Rhame, AP
P/R/C Joyce Shaw, AP	P/D/C James Spencer, Jr., SN	P/D/C Danny Tompkins, SN
P/R/C Gene R. VanRhee, SN	Vance Randy White, S	

Guests: Jo Mogle – US Sailing

Penny Burke – FEMA Citizen Corps

Justin McChesney – San Luis Rey Sail & Power Squadron & SailAngle.com

P/R/C Elliott L. Manke, JN – Rocky River Power Squadron D/7

Ft Myers & Cape Lookout Squadrons D/27

Connie Barry – Dundalk Sail & Power Squadron

GPRCommittee Update – R/C William E. Husted

The 2009 Report of Committee Activities has been submitted and is attached to these minutes. It was noted that there are now State Legislative Representatives in 41 states.

R/C Husted reported that the Assigned Tasks are behind schedule. He noted that these tasks are important and need attention.

P/R/C Daniels has been assigned responsibility for the Partnership MOUs. His activities for the past year include:

- Received guidance from P/V/C Roeber
- Read every MOU with the states. There are a number that need to be updated. 10 require some sort of review and updating, and 11 states with no MOU. He will be working on both areas.
- Obtained a hard copy of every MOU for partners, vendors and states. These have been scanned and will be posted on the Website.

He will continue working with NASBLA. NASBLA has established a committee charges with reviewing the MOU templates and drafting a standard MOU which hopefully will be acceptable to all of the states. NASBLA is also putting together standards for an online course and online exam. The ABC3 Internet version will be redesigned to include online exams.

Another project he is working on involves MOUs with state marine organizations.

Approval of Kansas City Committee Meeting Minutes

The minutes of the September 2009 Kansas City meeting were approved as presented.

V/C Frank Dvorak Visit/Comments re National Activities

V/C Dvorak noted that there is a challenge to squadrons to increase membership over the coming year. The squadron that increases the most will receive 6 airline tickets to next annual meeting. There was discussion of Leadership Development seminars. The DAO/SAO seminar started at this meeting. At the next annual meeting

there will be one for DXO/SXO. The following year, there will be one for D/Cs and Squadron Commanders. It was noted that a person must have completed the DAO seminar to be eligible to participate in the DXO seminar and must have completed both to be eligible for the D/C seminar.

Team Activity Reports

Homeland Security – D/Lt. Howard Manly

D/Lt Manly's report is attached.

Liaison – P/Stf/C Fred Sellenraad

P/Stf/C Sellenraad noted that there is a big problem in getting email responses of activities. His written report is attached.

Lobbying – R/C Husted

R/C Husted stated that there are efforts to energize USPS Lobbying. The current policy is restrictive, intimidating, and outdated. New lobbying policy was approved in December 2009 by the Board of Directors. R/C Husted provided a Power Point presentation. (This presentation is posted in SailAngle.)

State Legislative Update – Stf/C Gercak and SL Area Team Leaders

P/D/C Tompkins, Region B Team Leader, reported that he sent a broadcast to determine what was on the legislative agendas for his region. Priorities 1, 2 & 3 in Georgia are BUDGET.

P/D/C Spencer, Region A Team Leader, used a similar approach and got a similar response. His detailed report on all states in his region is included at the end of these minutes.

P/R/C Van Rhee, Region C Team Leader, provided a written report that is included at the end of these minutes.

Stf/C Gercak stated that Stf/C Larry Rathbun and Randy White conducted a special study on Homeland Security Advisory Councils. There are 35 states where USPS has no information on any Advisory Councils. It was noted that Randy White has completed information on 8 states. This information includes contact number and name.

Individual Team Breakout sessions and Break. 0955 -1025

USPS Representative Reports - P/V/C Robert David

P/V/C David reported on his activities with the **European Boating Association (EBA) and the National Boating Federation (NBF)**. His full report is located on the 2010 Annual Meeting disk. The following items are excerpts from this report:

Transfer of invasive aquatic species. The Marine Environment Committee (MEPC) of the International Maritime Organization (IMO) has “adopted a new high priority work program on the development of international measures for minimizing the transfer of invasive aquatic species through bio-fouling of ships.” While “ships” and most of the report addresses commercial vessels, “Appendix A-1, Bio-fouling Management Guidelines – Example for Recreational Craft,” should be monitored carefully since there are several references to modeling the guidelines after the Ballast Water Management Plan which we know became a real problem.

The new Canadian Certificate of Operator Proficiency was discussed briefly and EBA hopes Canada will adopt UN Resolution No. 40 and accept European ICCs compliant with the Resolution.

International Certificates of Competency (ICCs). EBA's proposed amendment to the UN Economic Commission for Europe (UNECE) Inland Transport Committee was modified to get the wording acceptable to all parties due to

unacceptable changes by the Working Party. As mentioned previously, the proposed amendment eliminates the restrictions on nationality or residency. [NOTE: this will allow RYA and others who have adopted UN Resolution No. 40 to issue ICCs in the U.S.]. The wording issue was an apparent weakening of the acceptable requirements that was never intended. The current revision will now go to the UNECE. EBA is still encouraging all European countries to adopt this Resolution.

The USPS Certification Program for *Inland Navigator* was shared with the group and created some excitement and support for our high level of requirements.

The CEVNI Rules (Code Europeen des Voies de Navigation Interieure) are being revised and hopefully standardized since currently some areas have non-CEVNI rules! I had asked RYA earlier if USPS could buy RYA material for providing an endorsement that would meet UN Resolution No. 40 requirements. I was advised that RYA was converting the CEVNI Rules instruction to an on-line course and exam which would be open to all. Upon completion of the RYA exam a certificate would be issued. I'll keep you posted as the details are worked out.

More wind farms are now implementing exclusion zones for boat traffic after construction is completed (Germany). However, there are generally no restrictions at most UK sites. The debate and fight continues and an updated position paper was circulated.

Environmental: The Water Framework Directive and Marine Policy Directive, both from the EC, are being monitored carefully for their potential impact on recreational boating

Anti-fouling biocides, beach litter, the disposal of old boats (primarily fiberglass), and waste water discharge continue to be problem areas, but nothing new.

Grants/External Funding Team Review – P/R/C Joyce Shaw

The Grants/External Funding Team **was** established in April 2004 as an ad hoc committee. Its task was to research and generate external funds in support of new USPS projects at the National level. P/R/C Shaw presented a power point that reviewed the procedures established by the ad hoc committee. These procedures are being reviewed to determine if changes are needed with the incorporation of this team within the Government and Partner Relations Committee.

P/R/C Shaw also provided Grassroots Grant Opportunities contacts:

National Safe Boating Council: www.safeboatingcouncil.org/awards

National Water Safety Congress: www.watersafetycongress.org

Boat U.S. Foundation: <http://www.boatus.com/foundation/Grants/Index>

Other Grant Sources:

GuideStar.org (complete source of information about non-profits) <http://grants.gov>

R/C Husted noted that there should be something in the Operations Manual regarding grants. He suggested that Districts should research their contacts to see who has grant expertise – including applying for state grants. P/R/C Clarke could be of assistance with state grants. The USPS website has information on grants. Critical areas are how to write grants, especially the proposal summary and budget summary.

EXPO Overview – D/Lt Manly and Stf/C Rathbun

The booth for tomorrow's EXPO is in a prominent spot. It will have information from Red Cross. Volunteers are needed to staff booth in 2 hour slots.

Morning Review/Committee Remarks

It was noted that the website, www.citizencorps.gov, can provide information on local citizen corps groups. R/C Husted will be the team leader for Homeland Security. There was discussion regarding the structure of the Liaison

and Homeland Security Teams. There is the potential for overlap. Both Teams should be aware of information from FEMA.

RECESS 1115

RECONVENE 1341 Thursday, 4 February 2010

Call to order by R/C William E. Husted, SN

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P/D/C Robert Canfield, JN	P/r/C David A. Daniels, SN	Stf/C Richard Gercak, AP
R/C William E. Husted, SN	PN/FI/Lt Dick Jarmon, SN	D/Lt/C Mary Ann Jensen, JN
D/Lt. Howard Manly, AP	Stf/C Lawrence Rathbun, SN	P/C Devohn Rhame, AP
P/Stf/C Fred Sellenraad, SN	P/R/C Joyce Shaw, AP	P/D/C Danny Tompkins, SN
P/R/C Gene R. VanRhee, SN		

Guests: John Ted Sensenbrenner, Boat/US Foundation for Boating Safety
Penny Burke, FEMA
Bob Gauvin, U,S,Coast Guard
Tom Hayward, NASBLA
Rob Henry, NTSB
Peter Trogdon, Weems & Plath
Skip Burdon, President, ABYC
Arthur Yarranton, D/C USPS District 18

USPS Representative Reports

Canadian Power & Sail Squadrons – P/N/FI/Lt Dick Jarmon

The partnership between CPS and USPS started 7 years ago. CPS has a membership of 42,000 and do some things differently than USPS. Both organizations use the partnership for education. Both want to redo MOU in order to open up more sharing of information and courses. The MOU has tremendous potential. CPS is the younger organization. Members appear excited about organization. Their 2nd year renewal rate is 80% when the cost of the course includes membership in the organization.

National Association of Boating Law Administrators (NASBLA) – P/R/C David Daniels

There are approximately 70 MOUs and MOAs. There will be a NASBLA MOU work meeting in Daytona Beach in March to review the MOU templates and draft a standard MOU that will be acceptable to all of the states.

National Safe Boating Council (NSBC) – P/R/C Joyce Shaw

The NSBC has met twice since the last National Meeting. Please see P/R/C Shaw's report at the end of these minutes.

US Army Corps of Engineers – P/R/C Norma Parrish

D10 is piloting a charting program similar to the one used with NOAA. P/R/C Parrish noted that USPS has saved the Corps approximately \$15M.

Scheduled Remarks/Presentations by Special Guests

NTSB Support of Recreational Boating Safety and Accident Investigations – Rob Henry, National Transportation Safety Board

The agency started in 1967 (42 years ago). It has the authority to investigate marine accidents involving foreign, commercial, public and recreational boats. It is concerned with major marine accidents that are defined as having 6 or more fatalities or the involvement of a self propelled vessel of 100 + gross tons.

NTSB is not an enforcement agency; it is concerned with safety only. Lawyers are not parties to the investigation. It determines if the accident has significant safety issues, has high loss of life or major pollution. It also reviews accidents with wide public interest or accidents involving a public vessel or a major coast guard function. ¾ of the recommendations go to the coast guard for potential action.

Citizen Corps and USPS...Working Together – Penny Burke – FEMA, Community Preparedness Division

The Community Preparedness Division's vision is preparedness for any reason not just Homeland Security. Disasters of any type can occur at any time. The culture of preparedness is an ongoing, evolving process.

Citizen Corps Partners are Community emergency response teams (CERT), Fire Corps, Medical Reserve Corps, USA on Watch.org (Neighborhood Watch), Volunteers in Police Service (VIPS). There are 27 affiliates, includes USPS. The expectation is that the affiliates will participate on Councils at state and local levels. For USPS this expectation includes growing and strengthening waterway watch and awareness programs.

A National Survey conducted in 2009 showed that less than 1% of the U.S. Population is an emergency responder. In 95% of emergency situations, the victim or a bystander is the first to respond. 85% of the critical infrastructure is privately owned.

There must be preparedness for all hazards. There are 2421 councils (representing all sectors of the community including government, non-profit and private organizations) across the country. The strength of each council is not known.

Small Vessel Safety and Security – Bob Gauvin, U.S. Coast Guard

Mr. Gauvin is a Technical Advisor for the Office of Vessel Activities. This agency looks at the big picture; e.g., partnerships/work with maritime industries and state, federal and international governments. The agency does prevention. 77M people/citizens are their partners providing eyes and ears. These people know what's going on in the port and on the water. Citizen involvement is critical.

The agency has developed a Citizen Action Network. Volunteers become members of USCG and are eyes and ears on the water. There is a social networking group of 330 in the State of Washington. There is also one in Canada connected to USA. These volunteers will be used as part of the Vancouver Winter Olympics preparedness.

Port assessments look at big vessels. Who looks at the small vessels? Look for boat before it leaves dock. Each sector has an intelligence team. That team goes out to talk with marina operators, and if they receive a call, can investigate.

The goal of America's Waterways Watch 2.0 is to develop these three programs (America's Waterway Watch, Citizen Action Network and Marina Operators) in each of the USCG sectors.

“Our ‘Top 10’ Accomplishments ... What Are Yours?” – Ted Sensenbrenner, Assistant Director Boating Safety, Boat/US Foundation

Boat/US Foundation supports partner organizations nationwide and considers the following as its Top 10 accomplishments:

10. Traditional Fundraising (online store, asking for donations)
9. USCG Grants – Sportsman's Forum to promote Life Jacket wear, digitize the Federal requirement and make it interactive. Hopefully, by July 2010
8. Marine Debris – fishing line Monofilament recycling program,

7. Marina Outreach - \$500 grants to marinas for cigarette receptacles and educational materials
6. Foundation Findings – tested fire extinguishers, green cleaner (boat soaps and cleaners), and navigation lights – had volunteers to test
5. Foundation Findings – video – illustrate complex issues and dangerous/illegal issues – posted on YouTube
4. Online Boating Safety Course – re-designed
3. Games and Learning – NavigateIt - makes learning fun
2. Hands On Simulator – steering wheel, chart plotter
1. Social Networking – Facebook Page, Cause, Group for life jacket loaner sites

These are the Top Ten Reasons to give to the Boat/US Foundation.

Adjourn 1610

2009 ANNUAL REPORT

Government and Partner Relations Committee

R/C William E. Husted, SN, Chairman

■ At the February 2009 Annual Meeting in Anaheim, USPS signed an Affiliate Agreement with Citizen Corps, the nation's largest volunteer force to safeguard America's interests following 9/11. As part of our USPS contribution to homeland security and Citizen Corps' emphasis on "readiness," a major program is being formulated between our USPS Districts and Citizen Corps' Councils. You'll be hearing a lot more about this during the spring of 2010. Members at every level of USPS are encouraged to voluntarily participate in this program. Details will be forthcoming from GPRCom members, D/Lt Howard Manly, AP, and P/Stf/C Fred Sellenraad, SN.

■ As part of the new USPS involvement with Citizen Corps, P/Stf/C Fred Sellenraad, SN, continues to apprise District Liaison and Homeland Security Officers of the latest developments. It's most important these D/Liaison and D/HS Officers are appointed – one District officer may serve in both capacities if the District desires – so that important activities can be coordinated and carried out when plans are finalized. The Liaison Manual on the GPRCom website is also being updated to incorporate rapidly-evolving HS references.

■ GPRCom is pleased to report its recommendation submitted to the Board of Directors for a revised Lobbying policy has been approved as of 4 December 2009. In an effort to encourage more proactive legislative involvement among all USPS members, the new policy includes recommendations to ease some restrictions in our lobbying policy and also encourage USPS member to participate on Maritime Security and other boating organization panels. A full fledged educational program about what's involved and who to contact for more information will be unveiled this spring. Involved in this lobbying proposal effort were Chairman Husted; Stf/C Greg Korstad, AP; Stf/C Larry Rathbun, JN; P/C/C Les Johnson, SN; and D/Lt Verna Clayton, P.

- Memorandums of Understanding continue to play a significant role in the partnership aspect of GPRCom. This year P/R/C Dave Daniels, SN, has assumed this responsibility from P/V/C Jim Roeber, SN, who had coordinated a number of recent agreements with such organizations as American Boat & Yacht Council, Maritech Industries, OceanGrafix, and Weems & Plath. GPRCom member P/D/C Bruce Theriault, AP, also maintains a current listing of Safe Boating Partners on the USPS homepage.
- With the help of Webmaster, P/D/C Mike Rachuk, SN, GPRCom completely revamped its website over the summer to include three active news links: Homeland Security Alerts, Latest News and Must Know Legislative News. All members are encouraged to frequently visit www.usps.org/national/govprcom for the latest in governmental affairs, partnership activities, and other important happenings affecting USPS and the recreational boating community.
- GPRCom now has State Legislative Representatives in 40 states due largely to the efforts of the three SL Team Leaders: P/D/C James Spencer, Jr., SN; D/Lt/C Danny Tompkins, JN; and P/R/C Gene Van Rhee, SN
- In the fall of 2009, the Government and Partner Relations Committee added a sixth team, Grants and External Funding, to complement its other five teams which include Administration, Homeland Security, Partners/Liaison, State Legislative and Lobbying.
- Continuing to promote the good works of USPS through our partnerships are various GPRCom members to include P/R/C Joyce Shaw, AP, as secretary of the National Safe Boating Council; P/C/C Les Johnson, SN, as our USPS representative to the Boating Safety Advisory Council; P/N/F/Lt Dick Jarmon, SN, as liaison to the Canadian Power & Sail Squadrons; P/C Gale Aills, SN, as our USPS representative in Washington, D.C.; and P/V/C Bob David, SN, as our USPS liaison to the National Boating Federation and a number of overseas recreational boating organizations.
- GPRCom is busily preparing an Expo booth for display at Disney's Coronado Springs Annual Meeting in February 2010 following its participation in previous Expos at the Norfolk Governing Board in September 2007 and Anaheim Annual Meeting in February 2009. Coordinating this effort are incoming Staff Commanders, Howard Manly, AP, and Larry Rathbun, JN
- In addition to attendance by the Bridge, GPRCom members, and other USPS members at the International Boating & Water Safety Summit, GPRCom was well represented at other important meetings to magnify our USPS presence. Some of the more notable included the American Boating Congress (sponsored by NMMA), the Citizen Corps Annual Leadership Conference, and annual meetings of the Marine Retailers Association of America (MRAA) and the National Association of State Boating Law Administrators (NASBLA).

■ R/C Husted is “retiring” from his role as GPRCom chairman after five years on the committee, one as an ad hoc committee and four as an active committee in the Executive Department. Assuming leadership of the committee is a most worthwhile candidate, Stf/C Dick Gercak, AP. “The sails are up and it’s full speed ahead!”

1/8/10

2009 ANNUAL REPORT

Homeland Security Team

Government and Partner Relations Committee

D/Lt Howard F. Manly, AP Team Leader

The tragic events of 9/11 have galvanized and reinvigorated all of us to be more aware and prepared to respond to national emergencies and crises situations. Volunteerism is the foundation upon which USPS programs and activities are carried out. Civic Service is one side of the USPS triangle. In this regard, state and local government officials have plotted a true course for all citizens to follow in becoming an integral part of protecting the nation and supporting local first responders. Members of USPS are uniquely positioned as the nation’s “eyes and ears” on the water thus enhancing “America’s Waterway Awareness” program and at the same time supporting the Coast Guard’s “American Waterway Watch” campaign. USPS members with their vast recreational boating experience throughout the nation and territories are also positioned to actively participate with local Citizen Corps Councils where discussions and activities involve safeguarding the nation’s ports and extensive waterways.

Each USPS member has a personal responsibility to be prepared, to get training in first aid, CPR and emergency skills; also, to volunteer to support local emergency responders in situations of terrorist attack, natural disaster or war. Recognizing the potential of USPS members to be prepared, an **AFFILIATION AGREEMENT** with Citizens Corps (FEMA) was signed on 21 February 2009. This agreement has its origins in the Homeland Security Team, Government and Partner Relations Committee. The Agreement created an official alliance between Citizens Corps and USPS.

One immediate avenue opened for participation and basic training for USPS members is the Community Emergency Response Teams (CERT) and Citizen Corps Councils. CERT training is designed to prepare volunteers in emergency skills. Once trained, volunteers can assist where appropriate by applying basic response and organizational skills learned in the CERT Training Program.

The Homeland Security Team in carrying out its assigned tasks according to the Government and Partner Relations Committee Goals and Strategic Plan, submit the following:

- Completed the Affiliation Agreement.

- Completed the first draft of the Homeland Security Power Point presentation which is in various stages of editing. The presentation was “field tested” in five (5) squadrons in District 5 and the Kansas City Governing Board.
- Established a working relationship with the Liaison Team in developing collaboration with Coast Guard Districts and FEMA Regions. This task is in the final stage of completion.
- The Government and Partner Relations Committee EXPO Booth has been secured. Citizens Corps, FEMA and other appropriate literature will be available for distribution. A conspicuous location was requested for the Booth so that it would receive the maximum visibility.

Given the national attention and heightened sensitivity associated with programs and activities of Homeland Security, it is recommended that all District Homeland Security Officers be considered members of the Homeland Security Team. From this group a critical mass of officers can be identified who will be able to participate in Team discussions and program design for ongoing activities.

Collaboration with and among all Government and Partner Relations Teams is crucial as aspects of homeland security can be found in almost all phases of Committee programs.

“One overall strategic plan, one team, one mission: securing our homeland security”

LIAISON REPORT

February 2010

With many of the 2009 OD forms trickling into USPS Headquarters past the deadline, it was late May before I received updated lists for Liaison and HS Officers despite Lena’s best efforts. Considering many districts and squadrons do not operate on a calendar year, a “YEAR” is only 9 or 10 months max for many appointees.

Computer generated lists for Liaison and HS have to be manually entered by “groups” in my computer. A tedious process.

Since June, I continued to instill the importance of **Liaison**, and the many functions it does encompass. I also disseminated newsworthy information for a total of ten mailings to 22 D/L/Os. D/16 D/L/O does not have an e-mail address. In addition, I answered questions, referred to GPRCom website, including “Liaison Guidelines,” and dealt with personnel changes via e-mail and phone.

Half a dozen responses were received during 2009. They varied from “busy summer” to “information passed throughout districts and to squadrons.” In D/20 the USCG conducted a well attended America’s Waterway Watch program at Fox Valley Squadron. CG flyers were distributed and the event was reported to the XO. P/R/C Dick Schnoor, D/L/O in D/23 sent an outstanding report describing the effects of declining membership and merger of two squadrons.

Despite a difficult economy and fewer members, many D/23 squadrons continue active involvement in many educational and community activities. His report is attached.

As **HS Coordinator**, I e-mailed 20 messages (announcements and requests) to 22 D/HS/Os. Some of this was generated by the Affiliate Agreement between USPS and Citizen Corps. Nine HS Officers also serve as D/L/Os since the two functions overlap to some extent, but the messages sent to them are not the same. Most HS Officers are waiting for specific instructions regarding our Affiliate Agreement. Meanwhile, I have asked them to contact their local CC offices, explain the Affiliate Agreement and discuss where we can help each other. This effort remains a “work in progress” because it is too vague and non-essential for most USPS volunteers. In addition, the communications from CC and FEMA are extremely voluminous which causes resentment among recipients.

Conclusion:

LIAISON duties, as officially described, suffer because D/L/Os, generally, do not seem to actively promote this function among squadrons. Also, committee reporting to Bridge Officers seems to be minimal or non-existent. Many districts and squadrons are engaging in their own versions of Liaison by “coordinating” educational or social activities. This lack of “chain of command awareness” has a deleterious effect on operating efficiency. Some Liaison activity is reported by XO's without being labeled “Liaison.” With a constant officer turn-over and inexperienced new members rising to prominence, established protocol is being diluted. Perhaps more training of Executive Officers would help. Nonetheless, many squadrons have very active educational, civic service and social programs - sometimes shared with nearby squadrons - e.g. Sarasota and Venice. Traditions sometimes seem to undergo subtle changes at the squadron level.

HOMELAND SECURITY is a viable concept and USPS members can surely be the eyes and ears of the Coast Guard as well as serve on Harbor Commissions and emergency responder organizations like Citizen Corps. Communication would be one area. Emergency technicians and police activities, however, require specialized training and most of our USPS members are inclined to concentrate on what they know best. CC has 26 Affiliate Agreements with other organizations in addition to the one with USPS. Some of those want our help also. Our HS officers are waiting for direction and time is running out. Hopefully, we'll have specific details in the near future.

All in all, we have made progress, but consistent and continued leadership is required to reach our goals.

Respectfully submitted,

P/Stf/C Fred C. Sellenraad, SN
Liaison/HS Coordinator, GPRCom

Report from P/R/C Richard Schnoor, SN

January 21, 2010

TO: P/Stf/C Fred C. Sellenraad, SN
Liaison Coordinator, GPRCom
From: P/R/C Richard H. Schnoor, SN
D/23 Liaison Chr.

Dear Fred,

Glad to hear from you in the new year. With regards to the liaison activities in D/23 for this past year, I find that our squadrons are most like those in other areas. Liaison activities within each of our 10 squadron exist, but from my observations are somewhat limited. Most of the various squadron liaison activities have been with local municipal and county government agencies, the USCG, and local media, i.e. newspapers and TV stations.

During this past year our Orlando Squadron combined with the Seminole Squadron which brought our squadron total down to ten. D/23 membership has been slowly declining, much like all of USPS. In some cases squadron officers are being recycled as a result of the membership difficulties. Educational programs within squadrons are slightly more limited than they have been in recent years. With the major economic recession, boating interest is lower, e.g., boat sales are lower, fuel prices are still up, and thus boating activity overall is down. We are hopeful that pleasure boating interest and activity will pick up as the economy revises.

However, despite these noted concerns, many of the squadrons are continuing activities within their communities. Examples include:

1. Being involved in beach, waterway, river and lake cleanup days.
2. Participating in having booths at Boat Shows and Marina Days.
3. Participating in Vessel Safety Check activities.
4. Participating with the U.S. Marines' Toys for Tots Program, e.g. Harris Chain Squadron.
5. Teaching elementary boating to grade school children in the summer, e.g. Banana River Squadron.
6. Teaching about 500 students at a local high school during school hours as done by the Banana River Squadron with assistance from the Cocoa Beach squadron.
7. Participating in land and water boat parades to promote individual squadrons and the USPS name.
8. Inviting individuals from the community organizations such as the Marine Patrol, local government, Weather Bureau, etc. to speak at squadron meetings.

As a note, I have been asked and have agreed to be the D/23 Liaison Officer for the new year. So I look forward to hearing from you about activities which I will pass on to our squadron commanders and liaison officers. As you know, smaller squadrons may not all have liaison officers so notices in these cases are sent just to the commander to pass on.

Best wishes for a successful year. Dick

4 February 2010

To: GPR Committee

From: State Legislation - Region A

Connecticut: Stf/C Sandra W. Pierog, SN

Not much different happening in CT from last report. Our salt water fishing license requirement is being enforced and fines issued for those who fail to possess it. There are reciprocal privileges in Long Island Sound with Rhode Island and NY, still unclear as to waters outside of LIS.

The state is still looking to get out providing free education and looking to an outside vendor (Not USPS) for an internet course. CT's issue with America's boating course is that it lacks the ability to test on CT specific laws, which have long been an add on test to the Boating Course here. The meeting with the CT BLA and education director was postponed due to weather, is scheduled for 20 Jan.

Illinois: P/D/C Richard N. Spurr, SN

There are potentially two pieces of legislation under consideration.

HB 4775 introduced in the House that would amend the Boat Registration and Safety Act. Provides that no person may operate any motorboat equipped with an engine cut-off switch while the engine is running and the motorboat is underway, without verifying that the engine cut-off switch link is operational and fully-functional and attaching the engine cut-off switch link to the operator or activating the wireless cut-off system (rather than only requiring that a lanyard engine cut-off switch be attached to the operator on motorboats equipped with a lanyard cut-off switch). Effective immediately upon passage.

Additionally a "Mandatory Education" recommendation has been sitting in Springfield for over a year. Bob Canfield (NGPRC committee member) says it currently lacks a sponsor. My local State senator says it isn't going to come up for a while. Nothing is likely to ever be called until the money problems are resolved.

ARTICLE V. OPERATION OF MOTORBOATS

(625 ILCS 45/5-18) (from Ch. 95 1/2, par. 315-13)

Sec. 5-18.1 *Motorboat Operator Age Requirements.*

- (a) Beginning on or after January 1, 2010, no person, unless exempted by section 5-18.2 shall operate a motorboat on the waters of this state unless that person has a valid Boating Safety Certificate issued by the Department of Natural Resources.
- (b) No person under 10 years of age may operate a motorboat.
- (c) Persons at least 10 years of age and less than 12 years of age may operate a motorboat on the waters of this state only if the person is under the direct on-board supervision of a parent or guardian or a person at least 18 years of age designated by a parent or guardian who holds a valid boating safety certificate or is exempt under Section 5-18.2 of this act.
- (d) Persons at least 12 years and less than 18 years of age may operate a motorboat on the waters of this state only if the person possesses a valid boating safety certificate or is under the direct on-board supervision of a parent or guardian or a person at least 18 years of age designated by a parent or guardian or is exempt under Section 5-18.2 of this act.
- (e) The owner of any motorboat or any person given supervisory authority over a motorboat shall not permit a motorboat to be operated by any person not possessing a valid boating safety certificate as required by this act.

Sec. 5-18.2 Exemption from requirement to obtain boating safety certificate.

(a) The following persons required to possess a Boating Safety Certificate under this act shall be allowed to obtain such certificate in accordance with the following guidelines.

<u>IF BORN AFTER:</u>	<u>MUST BE CERTIFIED BY:</u>
<u>January 1, 1983 but before January 1, 1988</u>	<u>January 1, 2011</u>
<u>January 1, 1978 but before January 1, 1983</u>	<u>January 1, 2012</u>
<u>January 1, 1973 but before January 1, 1978</u>	<u>January 1, 2013</u>
<u>January 1, 1968 but before January 1, 1973</u>	<u>January 1, 2014</u>
<u>Persons born BEFORE January 1, 1968</u>	<u>January 1, 2015</u>

(b) A boating safety certificate is not required if a person:

- (1) Possesses a valid United States Coast Guard commercial vessel operator's license;
- (2) A person over the age of 12 years who holds a valid certificate issued by another state, a province of the Dominion of Canada, the United States Coast Guard Auxiliary or the United States Power Squadron need not obtain a certificate from the Department if the course content of the program in such other state, province or organization substantially meets that established by the Department under this Section.
- (3) Persons employed by the United States, a State or a subdivision thereof while in performance of their official duties.
- (4) Persons 60 years of age or older.

Sec. 5-18.3 *Compliance; Penalties for Violation.*

(a) A person who is operating a motorboat on any waters of this state and is required to have a valid Boating Safety Certificate under the provisions of Section 5.18.1 of this act shall present the certificate to a law enforcement officer upon request. Failure of the person to present the certificate upon request shall constitute a petty offense.

(b) A person who provides false or fictitious information in any application for a Boating Safety Certificate; or who alters, forges, counterfeits or falsifies a boating safety certificate; or who possesses a boating safety certificate that has been altered, forged, counterfeited or falsified shall be guilty of a class A Misdemeanor.

(c) A person who loans or permits their Boating Safety Certificate to be used by another person; or who operates a motorboat using a boating safety certificate that has not been issued to that person shall be guilty of a class A Misdemeanor.

(d) Violations of this Section done with the knowledge of a parent or guardian shall be deemed a violation by the parent or guardian and punishable under Section 11A-1.

Sec. 5-18.4 *Adoption of Regulations.*

The Department of Natural Resources shall establish a program of instruction on boating safety, laws, regulations and administrative laws, and any other subject matter which might be related to the subject of general boat safety. The program shall be conducted by instructors certified by the Department of Natural Resources. The course of instruction for persons certified to teach boating safety shall be not less than 8 hours in length, and the Department shall have the authority to revoke the certification of any instructor who has demonstrated his inability to conduct courses on the subject matter. Students satisfactorily completing a program of not less than 8 hours in length shall receive a certificate of safety from the

Department of Natural Resources. The Department may cooperate with schools, private clubs and other organizations in offering boating safety courses throughout the State of Illinois.

The Department shall issue certificates of boating safety to persons 10 years of age or older successfully completing the prescribed course of instruction and passing such tests as may be prescribed by the Department. The Department shall charge each person who enrolls in a course of instruction a fee set by administrative rule. Fees collected pursuant to this act shall be deposited in the State Boating Fund. Monies received under this subsection shall be used for administrating and implementing the boating safety education and boat accident reporting programs of the Department. A certificate issued by the Department or by another state, province of the Dominion of Canada or approved organization shall not constitute an operator's license, but shall certify only that the student has successfully passed a course in boating safety instruction.

The Department of Natural Resources shall implement and enforce the provisions of this Section.

Sec. 5-18.5. *Effective Date.* January 1, 2010

Indiana: P/C James K. Wilhite, AP

No Report

Iowa: D/Lt/C Richard W. McGaughy JN

There has been some development in Iowa:

A bill has been introduced in the state legislature to change the boating blood alcohol limit from 0.10 to 0.08. This change was proposed last year, but did not go anyplace. We have hopes for this year, in spite of the attention necessarily being given to the state budget. (The alcohol limit for automobiles was changed some time ago.)

Not actually a legislative item, but possibly of interest. Iowa DNR has initiated an education program about low head dams, of which there are around 200 in Iowa. The slogan is

Be Dam Safe

The Drop Can Be Deadly.

Our previous Boating Law Administrator, Randy Edwards, has retired. The new BLA is Susan Stocker. Susan is very supportive of our programs; she even attends Power Squadron meetings when possible.

Kansas: P/D/C Richard G. Stablein, SN

There is no current legislative activity in Kansas.

Maine: D/C Artemas M. (Art) Pickard, SN

Once again there is no bill pending in the Maine legislature regarding boating safety education. However, during the first legislative session a "resolve" was passed that directed Inland, Fishing and Wildlife to study the need for, cost of and phasing in of laws to assure boating safety education to cover recreational boaters in Maine waters. A steering committee of interested parties, including US Coast Guard, US Coast Guard Auxiliary, USPS, and the American Canoe Association plus the Maine IF&W and Marine Resources has been formed to review the results to date of the study. The committee has met once and was informed that the current budget shortfall of at least \$475 million will prevent any real progress until at least 2013. Never the less, they are studying recent progress in Texas and New Jersey to learn how

other states are proceeding in order to determine how Maine should react when financially able. D/C Artemas M. Pickard, SN is the USPS member of the steering committee.

Maryland: P/C Howard P. Barry, Jr., JN

No Report

Massachusetts: V/C Robert J. Sweet, SN

No Report

Michigan: P/D/C James R. Leonard, SN

No pending legislation at this time. Traverse City is trying to close off a big section of waterfront from anchoring and the DNR's denial of the plan. This may result in a law suit.

Asian Carp represent a danger to Lake Michigan and surrounding waters. Barriers are in place and the river where they exist has been poisoned. The affects are not yet known. It is rumored Michigan and Ontario may bring a lawsuit.

A wind farm that would be placed 4 miles off shore in Lake Michigan is in the planning stages.

Minnesota: Stf/C Gregory E. Korstad, AP

The Legislature won't convene until 4 Feb. No legislation of interest to boaters is contemplated.

Nebraska: Lt/C Michael J. Bahr, AP

No report.

New Hampshire: P/D/Lt/C Carl N. Johnson, SN

House Bill 186 was passed in 2009 prohibiting the rental or lease of any motorized watercraft to any person who has not provided proof of having a certificate of boating safety education.

New Jersey: D/Lt Donald E. Baker, JN

I have been working with Captain Simmermon at NJ MarinePolice Headquarters to get legislation passed requiring all boaters between November and May to wear a life jacket on boats less than 21 feet. Captain Simmermon knows that I am a USPS member, because I am the USPS/Marine Police Boating coordinator for Districts 4 and 5.

I sent you a copy of the letter that I sent in September to Senator Ciesla, and will get an appointment with him in January, now that the elections are over and things are settling down. He knows that I am a USPS member, but that I talk with him merely as a private citizen, so as not to get involved in lobbying problems for a 501c(3) organization. When I was working on the mandatory boating education legislation, I did, in fact, speak as a USPS member, but I had permission from the Chief Commander.

Captain Simmermon and I had Legislative Services prepare the language below, which is fine, but I want to add "lakes" in the definition, or merely "all New Jersey waters." Although navigable is a federal designation, the purpose of the legislation is to get the average fisherman and hunter to understand that lakes are included. They cannot be expected to understand the subtle difference.

NASBLA and the National Marine Manufacturers Association are onboard. I plan to get a couple of the major fishing organizations to send me a letter of support. This will show that there is no opposition and make it easy to get other legislators to support it.

Proposed wording:

THE CONTENT OF THIS MESSAGE IS PRIVILEGED AND CONFIDENTIAL AND MAY BE CONSIDERED ADVISORY, CONSULTATIVE AND DELIBERATIVE MATERIAL UNDER OPRA.

[§12:7-47.3. Mandatory wearing of personal flotation device required between November first and May first

(a) No person shall, at any time, operate or allow any person to operate any vessel less than 21 feet in length, on or upon the waters of this State, beginning November first of each year and continuing thereafter, through May first of the following year, unless every person on board is wearing a serviceable United States Coast Guard approved personal flotation device (PFD). Such PFD shall be of the type(s) and number(s) required by the United States Coast Guard for a vessel of that class operating on navigable waters. The PFD shall be fully secured by all means provided in accordance with the manufacturer's instructions.

(b) Subsection (a) shall apply to all power vessels, sailing vessels, rowboats, canoes, kayaks and all other vessels less than 21 feet in length.

(c) Subsection (a) shall apply to vessels while underway, moored or at anchor.

(d) The following exemptions to the requirements of (a) above apply:

1. A person shall not be required to wear a PFD if that person is on board a vessel that is owned and operated by the United States Government;

2. A person shall not be required to wear a PFD if that person is on board a vessel that is owned or operated by the State of New Jersey or an agency thereof, a county, a municipality, a volunteer first aid, rescue or emergency squad, a search and rescue unit established within a fire district created pursuant to N.J.S.A. 40A:14-70, a volunteer fire company created pursuant to N.J.S.A. 40A:14-70.1, or a rescue vessel, when, because of the nature of the service being performed by that person, it is impractical or unsafe for that person to wear a personal flotation device;

3. A person shall not be required to wear a PFD when the person is inside a machinery space or inside a fully enclosed cabin that is a permanent, non-removable part of the vessel that is intended by the vessel's manufacturer to carry passengers;

4. A person shall not be required to wear a PFD when that person is performing or preparing to perform an activity that necessitates the removal of a PFD. Such activities may include, but need not be limited to, diving or underwater swimming;

5. A person shall not be required to wear a PFD, when, during an emergency situation, the wearing of a PFD will hinder the ability of that person to provide or receive medical treatment,

or hinder the ability of that person to attempt a self-rescue or the rescue of another person, or hinder the ability of the person to safeguard their own welfare or the welfare of another;

6. A person shall not be required to wear a PFD when that person is on any vessel as a direct result of being rescued from an emergency situation;

7. A person shall not be required to wear a PFD when that person is on a commercial vessel, and that vessel is engaged in the commercial harvesting of fish or shellfish, commercial diving operations or any other commercial activity, when, due to the nature of the activity or service being performed, it is impractical or unsafe for that person to wear a Personal floatation device.

For the purposes of this section, a commercial vessel shall not include a vessel engaged in an activity normally associated with pleasure craft, or a vessel operated by a guide service, or a fishing vessel that is not engaged in the commercial harvesting of fish, shellfish or other wildlife.

b. Any person guilty of violating this act shall be fined not less than \$ 25 or more than \$ 50 for each violation.

Nothing in this section shall be construed to exempt the owner or operator of any vessel, from the requirement to have on board, the number and types of personal floatation devices required by law.

New York: P/C Larry Weiss, AP

No Report

North Dakota: No Representative

My search of their website shows no pending legislation.

Ohio: No Representative

No Report

Pennsylvania: P/R/C Robert E. Brandenstein, SN

There is a proposal to make it illegal to carry a passenger outside the railings on a pontoon boat.

Here is a copy of the pending rule change.

Proposal that §105.3 (9) be amended as follows: "Unacceptable boating practices. It is unlawful to operate a pontoon boat while a person is riding outside the passenger carrying area. The passenger carrying area is defined by continuous railings or enclosed spaces intended for persons to use while the pontoon boat is underway. The prohibition does not apply when the operator of the boat is docking, mooring, anchoring or rafting the pontoon boat [or when the pontoon boat is underway at slow minimum height swell speed or less]."

Rhode Island: P/D/C H. Thomas Simmons, SN

House Bill 5289 and Senate Bill 493 have passed.

Bill 5289 for boat operators under age 21 who were convicted of operating under the legal limit of alcohol (0.2%) could lose their driver's license for one year and not be allowed to operate a boat for 3 to 6 months, all this at the discretion of a judge.

Bill 493 eliminates the need for a bell on Classes 2 and 3 boats.

South Dakota: No Representative

My search of their website shows no pending legislation.

Vermont: P/D/C James Spencer, Jr., SN

A review of the Vermont Legislative database shows no legislation pending in either Senate or House chambers. A new BLA representative has been named replacing Lt Dan Beigiebing, His name is J. R. Underhill. .

Wisconsin: P/D/C Ronald M. Kraase, SN

The legislature has been working on bills requiring mandatory wearing of PFDs for children. At present we have no requirement. Both Senate and Assembly committees recommended passage to bring Wisconsin's law in alignment with Federal law. The Senate passed their bill but amended it to reduce the required age to 10. There is also a difference on citation fees between the Senate and Assembly bill.

Since the bills are not identical I've been informed that they are working on the amendment process to reach agreement and get in on the schedule for the full Assembly in Jan. or Feb.

LORAN-C shutdown:

In the MARINE SAFETY INFORMATION BULLETIN (MSBI #01-10) released January 8th, 2010, released by the Commander, US Coast Guard Sector Southern New England, it was announce the US Coast Guard would terminate US LORAN-C signals on February 8th, 2010. The reason cited was advancements in technology of the past 20 years and the emergence of GPS, making LORAN-C no longer required by the armed forces and it's use by only a small segment of the population.

Respectfully submitted for the Region A team

P/D/C James Spencer Jr, SN

REPORT FROM REGION C
Annual Meeting January 24, 2010 Orlando FL.

All representatives have reported in.

Funding in all states for boating legislation is doubtful because of budget problems.

Nevada did change operator age from 14 to 16 for certification. It also struck out the requirement for boats 16-26 to have a sound producing device and boats 26 feet or

more to have a bell because this is covered by federal regulations.

Hawaii Division of Boating and Ocean Recreation plans to introduce a rule change that would require proof of having taken an approved boating course. The Honolulu S & P Squadron has been asked to review and provide comments to a submitted draft of proposed rules.

Four Honolulu squadron members were part of a Recreational Boating Safety workshop which included representatives from America Samoa, Mariana Islands, Guam, Hawaii, Coast Guard and it's Auxiliary. Our GPRC representative was a part of the group.

There has been no significant action in Washington regarding boating at this time.

The same is true for California. Their budget problems have not only resulted in no pending boating legislation but our representative reports that downsizing, required days off with no pay, etc., his sources for gathering information have dried up and in some cases have disappeared completely.

P/R/C Gene R. Van Rhee, SN
Region C Team Leader

National Safe Boating Council
Report to USPS Annual Meeting ~ Orlando, FL ~ 06 Feb 10
12 Sept 09 – 06 Feb 10 Activities
P/R/C Joyce F. Shaw, AP

Greetings from the National Safe Boating Council Board of Directors, Chair Veronica Floyd, Executive Director Virgil Chambers, and approximately 330 member organizations that comprise NSBC. Membership in NSBC is open to **non-profit** and **commercial** organizations, **state** and **local marine enforcement** and **boating safety agencies**, and **individuals** interested in recreational boating safety.

MEETINGS

The **Fall Board of Directors** and **General Membership Meetings** were held in Corpus Christi, Texas, in conjunction with the NASBLA Annual Meeting 26 - 28 September 2009. The **Winter Board of Directors** meeting took place in Coral Gables, Florida 6 - 9 January 2010. Members who comprise the Board include representatives from a cross section of government, industry, and non-profit sectors. The **2010 NSBC Board of Directors** includes: Veronica Floyd, *Chair*

(Brunswick Corporation); Jim Richardson, *Vice Chair* (Lower Colorado River Authority); Ruth Wood, *Past Chair* (BoatU.S. Foundation); Lynda Nutt, *Treasurer* (USACE), Joyce Shaw, *Secretary* (USPS); *Members-at-Large* Maureen Healey (PWIA), Robin Freeman (USCGAux), and Carl Blackwell (NMMA); *Organizational Representatives* John Malatak(USCG), Arlyn Hendricks (NWSC), Bob Minielly (CSBC), Bill Gossard (NTSB), Terry West (NASBLA President), Jerney Oyen (ACA), and John Johnson (NASBLA Executive Director).

AWARDS / GRANT

The *National Safe Boating Council* serves as an advocate for boating safety and education, unifying organizations who seek the goal of *Safer Boating through Education*. Celebrating its mission to provide forums for the advancement and support of safe and enjoyable recreational boating, the Council joins Patron Level partner organizations to offer two annual contests and one grant. These awards recognize individual and organizational partners in the boating community that create innovative programs designed to improve boating education and raise awareness of recreational boating related issues. All Squadrons are eligible to apply.

BoatU.S. Boating Safety Youth Program Award: Boat Owners Association of the United States (BoatU.S.), patron level member of NSBC, sponsors the *Boating Safety Youth Program Award*. The program provides a vehicle to recognize individuals and organizations that have developed and successfully implemented innovative youth boating education programs that target safety issues and concerns of national interest. To qualify, a winning entry must integrate safety practices into the program and be targeted toward students 18 years of age or younger. Selection priority is given to unique or creative programs that promote the primary goal of increasing boat safety and safety awareness.

MillerCoors Alcohol Awareness Impact Award: MillerCoors, patron level member of NSBC, sponsors the *Alcohol Awareness Impact Award*. The purpose of the *AAI Award* is to annually recognize a program that demonstrates an effective prevention and awareness strategy to address the misuse of alcohol while promoting activities that educate the community about dangers of consuming alcohol while boating. Unique programs and those that emphasize boating safety will be most favorably considered. Evaluation of the sponsoring organization's related services and programs will also be considered. The winning program must provide a preventive strategy to eliminate consumption of alcohol while boating.

Both the *BoatU.S. BSYP* and *MillerCoors AAIA* are awarded annually. Each award carries a cash prize of \$2,500, a beautiful trophy, and an expense-paid trip for a representative of the winning program to attend the *International Boating and Water Safety Summit*. Time is allowed at the *Summit* for each award recipient to present a 45-minute workshop about his award-winning program. Applicants must agree to send a representative to the *Summit* to present the workshop and receive the award.

Award applications, full contest descriptions, and information about past winners are available online at the NSBC web site (www.safeboatingcouncil.org/awards). Applications, due no later than 31 December of each calendar year, are evaluated by an NSBC Committee based on criteria that include a program description, budget proposal, and ability of the program to be duplicated

by others. NSBC may require an interview with the program administrator before final selection of each award is made. Award grants may be used to purchase equipment, A-V aids, printing and teaching aids, program promotion/advertisement, rental time of pool or waterfront facilities, transportation to on-the-water sites or other costs associated with the advancement of the program. No funds may be used as wages or salaries for instructors.

OMC Foundation Take ‘em Boating Grant Program: The NSBC “*Take ‘Em’ Boating Grant*” was developed to promote and develop interest in boating for future generations. Funded by OMC Foundation on behalf of former employees of the Outboard Marine Corporation, the grant seeks to continue their legacy and interest in boating safety, environmental awareness, and the marine industry. The OMC Grant is an excellent program that encourages organizations to develop creative and innovative programs to get kids into boats and on the water, and helps demonstrate the benefits of on-the-water activities to youth.

This \$5000 grant is awarded annually to a youth program that gets kids aged 6-18 safely into boating and promotes the future of the marine industry through environmental education, safety awareness and boating enjoyment. Applications from organizations, companies and agencies are accepted each year between 01 October and 31 December. The winning applicant from among the eleven entries this year will be announced in early spring, and the award will be presented at the Summit.

2010 INTERNATIONAL BOATING AND WATER SAFETY SUMMIT

The 2010 *IBWSS* will be held in Daytona Beach, Florida, 27 – 31 March 2010 at the Hilton Daytona Beach Ocean Front Resort; room rate is \$125 per night (plus taxes) for reservations made prior to 26 February 2010; phone 386-254-8200 for reservations. The Opening Reception will be held Sunday at 1800, and the Awards Banquet Wednesday evening at 1800. A great program has been planned which includes skill-based development classes and hands-on programs.

Pre- and Post-Summit Training Courses:

- **NWSC (National Water Safety Congress) “Personal Watercraft Course”** [25 – 26 March 2010]
- **NWSC “Beyond Boot Camp - The ‘3 R’s’: Rescue – Recovery – Rewarm”** [26 March 2010]
- **NWSC “Open Water Rescue for First Responders”** [26 March 2010]
- **ACA (American Canoe Association) “Level 1: Introduction to Kayaking Instructor Certification Workshop”** [24 – 26 March 2010]
- **NSBC and NASBLA “Boating Safety Instructor Training Course”** [24 – 26 March 2010]
- **NSBC “Essentials of Close-Quarters Boat Control Course”** [25 – 26 March 2010]
- **NSBC “Paddlesport Training Course”** [1 April 2010]

Visit the web site at <http://www.safeboatingcouncil.org/summit> for complete details, *IBWSS* registration forms, and registration brochures for training courses.

North American Safe Boating Campaign (NASBC)

The **Wear it!** Campaign is now embraced by a multitude of organizations in all fifty states. The constantly updated web site features an exciting new interactive format where one may access PSAs and videos on the main page (<http://www.safeboatingcampaign.com>). New features allow visitors to post individual “Wear It” efforts along with videos and photos directly to web site. An Events Calendar is listed on main page; links are provided to social networking campaign accounts on **You Tube, myspace.com, twitter, and facebook**. NSBC is currently collecting resources and materials for the 2010 *NASB Campaign*, updating the web site with 2010 information, and working on the Press Kit.

With a mission *to advance and promote a safer recreational boating experience through education, outreach and training*, NSBC welcomes the opportunity to assist Squadrons and Districts to develop projects that demonstrate our mutual commitment to *Safer Boating Through Education*.

Respectfully submitted,
P/R/C/ Joyce F. Shaw, AP ~ USPS Representative to NSBC

Useful websites and contact information:

National Safe Boating Council (Main site): www.safeboatingcouncil.org

Sidekicks: www.boatingsidekicks.com

North American Safe Boating Campaign: www.safeboatingcampaign.com

NASBC (including contests “I’m a Safe Boater: Are U?” “Be a Survivor,” “FLOATO, Float Yourself:” outreach@safeboatingcouncil.org

Office Contact: Phone (703) 361-4294; e-mail office@safeboatingcouncil.org

ⁱ For copies of approved minutes from any NSBC Meetings, please contact NSBC Secretary P/R/C Joyce Shaw, AP at odetojoyce@aol.com.