

ANCHOR LINE



NEWSLETTER OF THE NATIONAL SAFE BOATING COUNCIL

2003 VOLUME 4 Issue 1

NATIONAL WINNER



Above, Spirit of America participants, 2001

The Spirit of America Foundation won last year's NSBC Boating Education Advancement Award. The following is a summary of their award winning program.

Spirit of America Foundation was initiated to establish a boating and water safety youth education program that would be available, at no cost, to any middle school aged child. Since its inception in 1995, the Foundation has educated over 2,500 youth.

The Foundation program combines the best of boating and water safety classroom curriculum with the extraordinary experience of hands-on boating activities.

After passing the ODNR Boating Education Course, students spend five weeks in the hands-on portion of the program. Water safety of all types is introduced. Students become Captains of their own vessels, spending eight hours in 14' jon boats powered with 9.9 hp engines, canoes, kayaks, 14' Hunter 140 sailboats, personal water craft and large boats. The knowledge gained from their boating experience is creatively used in designing and building their own three person cardboard boat.

The students train in man over board, radio transmissions, emergency rescue and (please continue article in next column)

(National BEAA Winner—continues)

hypothermia, weather knowledge, plotting and charting, state of the art electronics, engine maintenance, float plans, as well as capsizing and righting a small vessel.

The Foundation program is highly adaptable. Local schools or park systems serve as program hosts. Because the Foundation has partnered with organizations such as the US Coast Guard, US Coast Guard Auxiliary, NSBC, National Water Safety Congress, US Power Squadrons, local police, fire, dive and rescue teams, the program can easily be adapted.



An extraordinary volunteer staff, well trained in each area, presents the Spirit of America programs. Any school or park system wishing to participate in this program can contact the Foundation office to make arrangements. (info found below)

The Foundation wants to make this program available to others across the country, providing an educational opportunity unlike any other. With this program the Foundation meets its underlying goals of nurturing responsible behavior, developing self esteem, teamwork and safe seamanship.

Special thanks to **Coors Brewing Corporation** for sponsoring the NSBC Boating Education Advancement Award.

(For more information, contact Cecilia Duer, Spirit of America Foundation, Mentor, OH 440-951-5111.)

ARE YOU REGISTERED FOR THE SUMMIT ?

The International Boating and Water Safety Summit convenes April 13, in Las Vegas, Nevada. Along with some fantastic General Sessions, the program includes five tracks of presentations to enhance your boating and water safety education. These breakouts include:

- Education & Outreach**
- Water Safety Education**
- Risk Management & Liability**
- Paddlesport Safety**
- Law Enforcement**

The Alexis Park Resort, a non-gaming property, will house the event. Make your hotel reservation by calling 800-453-8000. To obtain the special \$79.00 rate, you must identify yourself as a Summit participant.

Summit registration forms have been mailed or can be found at:

www.safeboatingcouncil.org

Click on the Summit logo to access more Summit details. Find the Summit *Scholarships Applications* and other details at the same location. Registrations made before March 13 can take advantage of the Early Bird registration fee!! See you there!

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WHAT'S MY LINE

AN AGE OLD QUESTION - THE DIFFERENCE BETWEEN ROPE AND LINE

Here is a simple explanation. Rope is purchased as rope. Once it is used onboard a boat we call it line. Boaters will say, "fasten that line" or "throw me a line." When on a boat, use the term line or you will sound like a landlubber. Many times the terms are used interchangeably.

*This message brought to you by AbilityOne Corp.
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CHAIRMAN OF THE BOARD SPEAKS

Writing this article New Years Day, before football, I'm preparing for our first 2003 board meeting. I'm assured our grant proposals will be submitted on time. Those, you know, are the lifeblood of our Council. Among them, we will assume the leadership for the 2004 Summit from the National Water Safety Congress who has done an outstanding job these past years. We've assembled an excellent team to carry on that great program.

At our winter Board meeting, we will discuss a new alignment of Council committees. Our past committee organization has served us well, but we are striving to improve in some areas. Since our strength relies on increasing member organizations, we will propose to expand the Membership Committee. We want to combine it with the Awards Committee in an effort to provide a direct approach to the various boating communities. We will examine the "benefits" of be-

longing to NSBC, continue to make sure there is value in your Council membership and then package it all for successful marketing as the Membership & Outreach Committee.

We will establish a Grant Committee to oversee our Coast Guard grant proposals and steer our small grant program, making sure both are the best.

A new committee will be Education and Training. It will expand our Instructor Certification program, the Disney training program, and answer the call of NASBLA to help train their Course reviewers. These are things we can, should, and will do.

With all of these, our meeting should prove to be productive. We will keep you up to date. Please attend our Sunday, April 13, meeting at the Summit for our next report.

On behalf of the Directors and the Staff, I wish you all a prosperous, safe and happy New Year.

Bill Griswold,
NSBC Chair

U.S. Coast Guard Message: RESCUE 21

By John Malatak

The Coast Guard has awarded a \$611 million contract to General Dynamics for the production, deployment and support of **RESCUE 21**, a modernization of the National Distress and Response System. **RESCUE 21** will be the nation's primary maritime "911" system.

The objective of this project is to modernize and upgrade the National Distress and Response System. Follow this link for an introduction: <http://www@uscg.mil/hq/g-a/ndsm/NDRS 101.pdf>. The NDRSMP is a cornerstone in shaping the future of our service. The project began in the mid-1990s when it became apparent the current NDRS was becoming technologically obsolete. The modernized system will provide the Coast Guard with a means to coordinate Search and Rescue response operations, and provide command and control (C2) for Coast Guard units (Active, Auxiliary, and Reserve) performing Maritime Safety, Maritime Law Enforcement, National Security, and Marine Environmental Protection missions.

The NDRSMP will provide essential communications between Coast Guard facilities (e.g., Activities, Groups, Sections, Marine Safety Office's (MSO), Stations, cutters, boats, selected vehicles, and detached personnel), the Coast Guard's customers (e.g., recreational and commercial mariners); and partners like other Federal (including other military), state, and local agencies. The new system will support all Coast Guard missions: Maritime Safety, Maritime Law Enforcement, National Security, and Marine Environmental Protection.

Background

The current NDRS consists of a network of approximately 300 VHF-FM antenna high sites with analog transceivers which are remotely controlled by regional communication centers and selected stations providing coverage out to approximately 20 nautical miles from shore in most areas. The present system does not provide complete coverage. Numerous deficiencies are identified by local operational commanders. (Note: complete coverage for Alaska and Hawaii was not part of the initial design; a decision made in 1975).

The existing system has the capability to guard channel 16 (VHF-FM international distress frequency); however, the distress watch is interrupted during transmissions by the monitoring site. (*In the Western rivers and Alaska, the system has no Channel 16 guard receivers.*) Command and control is often jeopardized because the system does not have adequate channel capacity, allowing only one conversation on a frequency at a time. Essential communications with other Federal, state, and local agencies are often hindered or unavailable due to the lack of compatible communications equipment.

Much of the equipment, installed in the 70's, is no longer available and is difficult to support. Equipment failures have required the replacement or repair of many components. These and other factors have contributed to an overall lack of system *(continue page 5)*

PREMIUM MEMBERS

Congratulations to the NSBC membership committee. NSBC now has members in every state and all U.S. territories!



PATRON MEMBERS

AbilityOne Corp. / Rolyan Buoys
Boat ED
BoatU.S.
Coors Brewing Company
MetLife Auto & Home
Orion Safety Products
Wal-Mart Stores
West Marine Products, Inc.
Yamaha Motor Corporation
Zurich Marine Specialty

SUSTAINING MEMBERS

Within Reach, Inc.

CONTRIBUTING MEMBERS

ACR Electronics
Allstate Insurance Company
Blaicher Marketing International, Inc.
Bombardier Corporation
Brunswick Corporation
Kawasaki Motors Corporation, U.S.A.
Mercury Marine
Novartis Consumer Health, Inc.
Paddlesport Pub., Inc./Paddler Mag.
Poker Runs of America
Ranger Boats
SAFECO
Sea Ray Boats
Stearns, Inc.
Tennessee Wildlife Resources Agency
Zodiac of North America, Inc.
SHOULD YOUR NAME BE HERE?

WELCOME NSBC'S NEW MEMBERS

MEMBER ORGANIZATIONS

Alabama Marine Police Division
American Canoe Assoc., Dixie Div.
Emergency Medical Resources Corp.
Minnesota Dept. of Natural Resources
Marine Surveyor, Thomas J. Ferguson
Nebraska Game & Parks Commission
Rhode Island Department of Environmental Management
South Carolina Dept. of Natural Res.
South Dakota Game, Fish & Parks Dept.
St. Petersburg Sail & Power Squadron
Tarrant County College Police Academy
Tradewinds Foundation, Inc
Wyoming Game & Fish Department
YMCA of Coffman, OH

Individual Members

David Esparza
Roger Ward

2003 SAFE BOATING CAMPAIGN INFO

2003 SAFE BOATING CAMPAIGN CAN HELP REFLECT NATION'S FOCUS ► ON HOMELAND SECURITY

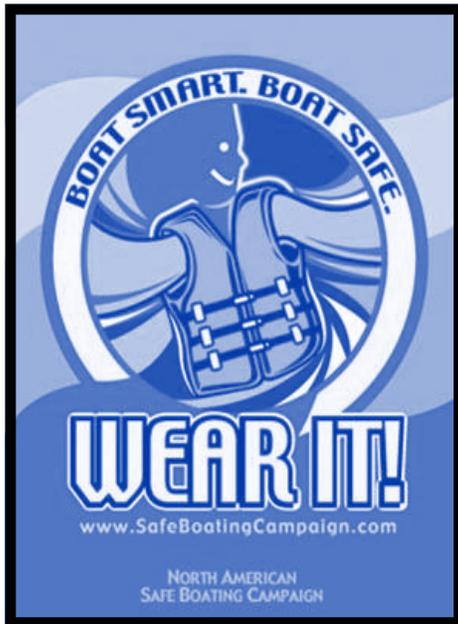
Recreational boaters and their passengers can help with our nation's homeland security initiative by boating safely. By wearing life jackets, following the rules of navigation, abstaining from drinking alcohol and following other safe boating laws and suggestions, boaters will decrease their needs from state and federal safety forces. This, in turn, will allow those safety officials to direct more of their attention to homeland security issues.

Our nation's focus on homeland security has been incorporated into this year's North American Safe Boating Campaign.

Boat Smart. Boat Safe. is the key slogan of the campaign which kicks off with National Safe Boating Week, May 17-23, 2003. The effort to encourage life jacket usage is still in the forefront and this will be accomplished by adding the words "**Wear It!**" as depicted in the Campaign Logo (as seen at left).

Sponsored by the National Safe Boating Council (NSBC), the National Association of State Boating Law Administrators (NASBLA) and the U.S. Coast Guard (USCG), and in cooperation with our neighbors to the north, the Canadian Safe Boating Council and the Canadian Coast Guard, this annual campaign heightens boater awareness just prior to Memorial Day, the unofficial start of boating season.

It is important to repeat; with-in the logo of "**Boat Smart. Boat Safe. Wear It!**" will emphasize boaters wearing their life jackets and enjoying boating in a safe manner, thus there will be a decreased need for safety officials to assist boaters and in turn direct more of their attention to homeland security issues.



The Campaign Partners encourage boaters to **Boat Smart. Boat Safe. Wear It.** By:

- Wearing a life jacket while boating.
- Avoiding alcohol use when operating a boat.
- Taking a boating safety class.
- Getting boats checked for safety and maintenance concerns.
- Being aware of U.S. Coast Guard regulations established since September 11, relating to security zones near U.S. naval vessels.

Resources for use in the North American Safe Boating Campaign events will automatically be mailed to NSBC members. These kits will be received in March and April.

Another valuable source of information for the safe boating campaign is its website located at www.safeboatingcampaign.com. This site offers additional information, including the latest resources and graphics available for campaign events. Many of these resources are available online before the campaign kits are mailed.

In addition, the National Safe Boating Week proclamation, appreciation certificates and evaluation forms will be available only online. This web posting board, an evaluation tool, will be used by the NSBC and the USCG to determine who is working with the grassroots campaign material and aid in assessing the campaign's overall success.

Another important service offered on the website is a campaign list of events scheduled across North America. Be sure to post all your boating safety events on this site and encourage your local partners to post their events online as well.

This year's campaign will begin with two regional kick-off events, one is planned in New York City, May 14, and May 16, in Los Angeles, California. The specific locations will be decided soon. P.C.I. Inc. is the contractor hired by the NSBC to coordinate the events this year. P.C.I. is also handling the campaign's media and marketing components.

The North American Safe Boating Campaign is made possible through a grant from the Aquatic Resources (Wallop-Breaux) Trust Fund, administered by the U.S. Coast Guard. Send any questions or comments about the North American Safe Boating Campaign to

campaign@safeboatingcouncil.org.

(see sidebar for Boating Safety Do's and Don'ts)

BULLETIN BOARD



ANOTHER NEW PRODUCT NSBC DECALS

Always attempting to find ways for our members to show their support of boating safety and NSBC, a new decal has been designed. **Look for your new NSBC decals in March!** The 8 inch round decal will be great for use in exhibits or show rooms to proudly display **your** support for boating safety and NSBC.



PRICES TO INCREASE

The Instructor Kit prices will increase this May 1, so order your kits today at our lower price!



BREAKERS NEWS RELEASES

Check out the happenings at NSBC via Internet. Our latest news releases are available on line. Click the button labeled "Breakers" at this address: www.safeboatingcouncil.org

Do's & Don'ts of Boating Safety

Following these simple "dos and don'ts of boating safety" will help boaters chart a safe course towards fun and exciting recreational boating.

- **DO** wear a life jacket. Life Jackets, They Float. You Don't!
- **DON'T** mix alcohol and boating.
- **DO** observe the nautical rules-of-the-road.
- **DON'T** stand in a small boat.
- **DO** check the weather forecast before getting underway.
- **DON'T** overload your boat.
- **DO** keep a good lookout.

These suggestions are constant reminders of one very important thing in regards to boating safety:

USE COMMON SENSE!

The waterways offer an open invitation to all types of boating. Boaters should be aware of the outcome of their actions. Accidents result from a chain of circumstances or behavior that can be easily avoided. Boaters are encouraged to remember to follow the above boating "dos and don'ts" and to take a boating safety course. It could save lives.

Remember:
Boat Smart. Boat Safe. Wear It!

U.S. COAST GUARD INACTION ON PROPELLER GUARDS DOES NOT PREEMPT COMMON LAW REMEDIES

It is highly unusual for the United States Supreme Court to review a boating safety matter, but, on December 3, 2002, the Court restored the right of petitioner, the husband of Jeanne Sprietsma, to sue under state law for common law remedies as a result of the death of his wife from an injury caused by an outboard motor manufactured by Mercury Marine. Sprietsma v. Mercury Marine, U.S., No. 01-706 (December 3, 2002). In an opinion written by Justice Stevens, a unanimous Court decided that Congress did not intend by enacting the Federal Boat Safety Act of 1971 (FBSA) to preempt any common law remedies that Mr. Sprietsma might have under Illinois law.

The petitioner's wife died on July 10, 1995, as a result of a boating accident on an inland lake that spans the Kentucky-Tennessee border. She was riding in an 18-foot ski boat equipped with a 115-horsepower outboard motor manufactured by respondent, Mercury Marine, a division of the Brunswick Corporation. When the boat turned, according to the Court's synopsis of the facts, she fell overboard and was struck by the propeller, suffering fatal injuries. Petitioner Sprietsma originally filed a lawsuit in Illinois state court seeking damages from Brunswick on the theory that Brunswick had manufactured an "unreasonably dangerous product" because, among other things, the motor was not protected by a propeller guard. Petitioner was denied the right to pursue this action by the Illinois Supreme Court on the theory that the FBSA impliedly preempted this right. The Supreme Court granted review to decide whether the FBSA preempts state common law claims of this character. And, the Supreme Court decided that it did not.

Initially, the Court reviewed the history of the Coast Guard's authority to regulate boating safety under the FBSA and the requirement to consult with the National Boating Safety Advisory Council prior to issuing any regulations. In the 1980s, NBSAC recommended against propeller guard regulations on the theory that they could increase the potential for blunt trauma. Consequently, in 1990, the Coast Guard made a policy decision not to require propeller guards on motorboats. Subsequently, in 2001, the NBSAC recommended that the Coast Guard issue four specific recommendations,* and, in December 2001, the Coast Guard published a notice of proposed rule-making addressing one of the recommendations. Since the Coast Guard had not issued any final rule either requiring or prohibiting propeller guards at the time of the lawsuit, there was no specific law or regulation which could be said to preempt a state law or regulation.

The Court also explicitly found that the preemption language of the FBSA was intended to apply only to a specific state law or regulation, and did not encompass any common law remedy that might be available to the petitioner. A common law remedy could include the right to bring a claim for damages caused by the absence of the propeller guard. Although the initial 1990 decision of the Coast Guard not to require propeller guards was an intentional decision, the Court refused to read into this decision an "authoritative" message of a federal policy against propeller guards. In fact, the Coast Guard, in a brief filed with the Court, informed the Court that the Coast Guard did not view its 1990 refusal to regulate as having any pre-emptive effect.

Respondent's final argument, rejected by the Court, was that the FBSA as a whole had as its goal to foster uniformity in manufacturing regulations and therefore impliedly preempted state remedies. The Court had accepted this argument in similar cases affecting the regulation and design of oil tankers (Ray v. ARCO, 435 U.S. 151 (1978)). However, absent a different decision from the Coast Guard, the Court ruled that the manufacturer's "concern with uniformity does not justify the displacement of state common-law remedies that compensate accident victims and their families and that serve the [FBSA's] more prominent objective, emphasized by its title, of promoting boating safety." (*Emphasis added.*)

It remains to be seen whether the Coast Guard and future courts take a different approach when the Coast Guard finalizes its series of pending regulations on propeller guards. For now, victims and families of victims of propeller injuries will be allowed to sue for damages in state court.

*The four specific recommendations are:

- 1) require owners of all propeller driven vessels 12 feet in length and longer with propellers aft of the transom to display propeller warning labels and to employ an emergency cut-off switch, where installed;
- 2) require manufactures and importers of new planing vessels 12 feet to 26 feet in length with propellers aft of the transom to select and install one of several factory installed propeller injury avoidance methods;
- 3) require manufacturers and importers of new non-planing vessels 12 feet in length and longer with propellers aft of the transom to select and install one of several factory installed propeller injury avoidance methods; and
- 4) require owners of all non-planing rental boats with propellers aft of the transom to install either a jet propulsion system or a propeller guard or all of several propeller injury avoidance measures.

Safety: Up In Lights!

The National Safe Boating Council, Sea Scouts, National Association of State Boating Law Administrators, U.S. Power Squadrons and Popeye joined forces to present a safe boating entry in the Fort Lauderdale Winterfest Parade of Lights. (*see photo below*).



The Messingschlagers of Hollywood, FL, generously donated their 60-foot Sportsfishing boat, *Mr. Bob*. The beautiful vessel was decorated with red, white and blue flags; thousands of lights; a 10-foot illuminated Ring Buoy around the flying bridge inscribed with *Boat Smart. Boat Safe.* and two 40 foot banners (*made by Sign Language of Coconut Creek, FL*).

The safe boating design was created by Dale Madison and decorated with help from Power Squadron and Sea Scout members. Popeye was aboard courtesy of King Features Syndicate along with a number of others, all wearing life jackets!

PowerBoat Television covered the boat decorating and the Parade of Lights. Both, Speed Channel and The Outdoor Life Network will broadcast the event.

Financial support for the decoration of the vessel was provided through a grant from the NSBC and NASBLA. The two large banners were paid for through donations from all participating organizations

The entry placed first place in the 60 foot and under division.

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APRIL 13 - 16, 2003
LAS VEGAS, NEVADA**

integration and standardization.

RESCUE 21 System Capabilities

The core function of the National Distress and Response System Modernization Project (NDRSMP) is to provide reliable two-way voice and data communications between shore stations, vessels and vehicles in the coastal maritime environment. Capabilities of the **RESCUE 21** system include:

Communications Coverage. The system provides coverage out to 20 nautical miles seaward of the Territorial Sea Baseline of the contiguous U.S. Coast, Hawaii, Puerto Rico, Virgin Islands, Guam and Gulf of Alaska coastal zone, including the Great Lakes, the Intracoastal Waterway, and Western rivers. Coverage is transmitted from a 1-watt omni directional transmitter at two-meters of elevation, the minimum transmit strength for a VHF radio. The standard VHF marine radio transmits at 25 watts, resulting in a considerably greater area of coverage.

Position Localization. Direction finding (DF) equipment, (accurate within two degrees) will be installed throughout. The DF equipment will provide, a minimum of one line bearing (LOB) to a voice transmission. The maximum search area to locate mariners, with a single LOB, is 25 square nautical miles. In many regions, the system will receive more than one LOB, reducing search area. A Digital Selective Calling (DSC) radio with a GPS will provide a pin-point location.

Digital Selective Calling (DSC). The new system will include DSC send and receive capability in the entire coverage area. Low cost DSC radios are capable of instantly transmitting exact location, name of vessel, nature of distress and other vital information when used in conjunction with an integrated GPS receiver and properly Registered Maritime Mobile Service Identity (MMSI) number.

Operational Availability. Operational commanders and mariners generally rely on the NDRS 24/7 for vital communications. The new system will demonstrate a high state of operational readiness—99.50%—for all critical functions.

Channel Capacity. Sufficient capacity to perform in multi-functional areas and support multiple operations in the same or separate geographic areas, including six simultaneous communications channels to include distress channels 16 & 70 DSC, two VHF-FM channels, one UHF channel, and one VHF-FM or UHF data channel.

Data Communications. Send and receive data on communication channel at 9.6 Kbs. **Automated Broadcasts.** Both VHF-FM voice capability and auto transmission of marine information broadcasts.

Interoperability. Will interoperate with federal agencies (such as FEMA, DOD, FBI, Secret Service, DEA), and State and local government agencies (such as police forces and emergency service agencies) to support emergencies or natural disasters by using the Association of Public Safety Communications Officials' Project 25 standard.

Maintainability. The new system provides vital communications for Coast Guard units and mariners in many areas, thus a national maintenance strategy was developed to reduce system down time and meet the operational requirement of 99.50%.

Automatic Asset Tracking. The new system will be capable of automatically tracking the position of all Coast Guard mobile assets (i.e. vessels, aircraft, etc). This will enhance the Coast Guard's ability to coordinate all mission activities.

Recordable Communications. The new system digitally records, time stamps and provides an instant playback and archiving of communications, both voice and data.

Protected Communications. Provide covered (protected) communications of Sensitive, But Unclassified (SBU) voice and data information throughout the coverage area, using APCO - 25 standards.

Recoverability. Restore critical functions under degraded conditions ranging from accidents and natural disasters to conventional war within 24 hours and full recoverability within seven days.

Implementation

The modernized **RESCUE 21** system will be deployed in the 46 Coast Guard Group Regions during a three-year period (FY03-FY06). The System will be deployed region by region in accordance with the implementation schedule with the first system being deployed in two Initial Operational Capability (IOC) or prototype regions (Groups Atlantic City and Eastern Shore). Once the system is installed, tested and properly operating in the prototype regions, deployment will begin starting with the Low Rate Initial Production (LRIP) regions (Groups St Petersburg, Mobile, Seattle and Port Angeles)

Process

RESCUE 21 deployment is built upon a 5-stage process. The first step is internal data gathering and unit awareness conducted by the NDRSMP team. The remaining 4 steps are structured as delivery orders to be performed by the Phase II Systems

Integration Contractor (SIC). The project staff has established independent teams that will work closely with regional representatives to facilitate and monitor the progress of each of the implementation stages. This process will be carried out independently in each region.

Preparatory Stage: During this stage, a project team will work closely with region personnel to raise awareness about the coming system deployment and gather information needed for subsequent stages. Such information includes operational schedules, unit points of contact and other regions specific data.

Detailed Regional Implementation Plan Stage: The SIC will gather information through site surveys and develop a detailed plan for the systems deployment. This stage will involve SIC visits to Coast Guard units throughout the region. Following the site surveys, the SIC will submit the Detailed Regional Implementation Plan to the Coast Guard for review. Project personnel will team with region representatives and members of their chain of command to review these plans and address issues as necessary.

Infrastructure Preparation Stage: During this stage, the SIC will prepare the infrastructure within a region so that the communications equipment can be installed. This involves establishing remote antennae sites, or Remote Fixed Facilities (RFFs), to support the new system and the installation of a data network that connects the RFFs with CG communications centers. This stage may also involve modifications to existing Coast Guard units.

Install and test the modernized system: During this stage, the SIC will physically install the communications equipment at CG facilities (i.e. RFFs, communication centers and vessels) throughout the region. After the new system is installed and thoroughly tested, it will become the operational system and the legacy system (old system) will be de-installed. Operator training will be provided by the SIC during this stage.

Support and Maintenance Stage: The SIC will provide follow-on maintenance and support of the modernized system through a national maintenance contract.

RESCUE 21 . . . Saving lives in the 21st Century will be a quantum leap forward in Search and Rescue.

(Questions concerning the RESCUE 21 Program should be directed to the U.S. Coast Guard office of Boating Safety.)

SPOTLIGHT



Monita W. Fontaine, Vice President of Government Relations for the National Marine Manufacturers Association (NMMA), was appointed to serve on the NSBC's Board of Directors. Fontaine previously

was Executive Director of the Personal Watercraft Industry Association (PWIA). An attorney with a Master's degree in Maritime Law, Fontaine has represented the recreational boating industry's interests at the federal, state and local levels for nearly 25 years.

This San Antonio, TX native, was the first woman appointed as briefing attorney for a 4th Circuit US Court of Appeals justice. She also served as a legislative assistant on Capitol Hill.

An avid sailor and athlete, she skippered her 34-foot sloop across the Atlantic with an all-woman crew. She enjoys backpacking, kayaking, downhill skiing and golf but finds they take a back seat to her work.

If you have yet to welcome Ms. Fontaine to NSBC, please do so. The Board of Directors is appreciative of her willingness to share her expertise, experience, leadership and time. Welcome aboard, Monita!



We Caught You Wearing IT!

Tulsa Squadron organized its first *Life Jacket for Kids Loaner Program* in 1998. Today there are eight program sites!

How it worked: when the Lake Patrol 'caught' a kid on a boat wearing his life jacket, he was rewarded with a special T-Shirt. The program provided a great opportunity to increase the public's awareness of wearing a life jacket and the importance of safe boating. The Lake Patrol and the Squadron found the shirts were a great activity and community awareness tool.

"This project was a win-win situation for everybody!" exclaims Marilyn and Earl Rose of Tulsa Squadron. With the \$1,000 grant awarded to the Squadron from one of the NSBC's RBS grants, the 432 T-Shirts decorated with a fun safety message were purchased. Thank you, NSBC, for the grant money to spotlight safety!

Dates To Remember

- | | |
|--|------------------------|
| February 10 | <i>Deadline</i> |
| Boating Education Advancement Award Application* | |
| Boating Safety Youth Program Award Application* | |
| February 23 — 27 | <i>Panama City, FL</i> |
| AIAMI Annual Meeting | |
| March 29 — April 3 | <i>Mobile, AL</i> |
| SSBLAA Annual Conference | |
| April 12 | <i>Las Vegas NV</i> |
| NSBC Board of Directors Meeting | |
| April 13 | <i>Las Vegas, NV</i> |
| NSNC Membership Meeting | |
| April 13 — 16 | <i>Las Vegas, NV</i> |
| 7th Annual International Boating and Water Safety Summit | |
| April 17 — 18 | <i>Las Vegas, NV</i> |
| NSBC Instructor Training Course | |
| May 4 — 7 | <i>Portland, OR</i> |
| WSBAA Annual Conference | |
| May 14 | <i>New York City</i> |
| Safe Boating Campaign Kick off | |
| May 17 — 23 | |
| National Safe Boating Week | |
| May 20 | <i>Washington, DC</i> |
| Congressional Reception | |
| May 21 — 22 | <i>Washington, DC</i> |
| NASBLA Future's Forum II | |
| June 8 — 11 | <i>Bar Harbor, ME</i> |
| NABA Annual Conference | |
| September 20 — 24 | <i>Virginia Beach</i> |
| NASBLA Annual Conference | |

*Please view the NSBC website for details

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