

# ANCHOR LINE



NEWSLETTER OF THE NATIONAL SAFE BOATING COUNCIL

2003 VOLUME 4 Issue 3

## HELP IS OUT THERE - JUST KEEP ASKING

## THE 2004 SUMMIT

Youth boating safety is important in the DuBois, Pennsylvania schools. Swimming, water safety and boating are part of the program available through the school to the community. Since beginning the program in 1979, it was apparent funding would be needed for the necessary equipment to allow both elementary and secondary school students to participate in the course. Plus, there were other area youth groups requesting boating instruction.



After borrowing equipment the first two years, the DuBois American Red Cross bought a canoe and kayak for the program. Riverside Grocery employees funded a rescue board. Then in 1987, the PA Fish and Boat Commission was



tapped for information and equipment and funding. Their new course, *Boating & Water Safety Awareness* was

discovered to be the perfect course for the school programs. The course provides four hours of lecture along with four hours of hands-on training.

With over 7,000 graduates of the program, there are annually 400+ 9<sup>th</sup> grade students plus other groups. The *Program* is adjusted for specific needs and skill levels of each group.

The DuBois nine week *Program* divides the curriculum as follows:

four weeks of *Boating Safety*, four weeks of *Swimming* and one week of *First Aid and Spinal Injury Management*. Classes are one hour, five days a week. Seven canoes, three kayaks and a surf rescue board are used. Equipment also includes PFDs, boating safety manuals and lots of audiovisual aids to complement the program. The PA Fish and Boat Commission developed a "Box of Goodies" (AV aids and equipment) which really helps the presentation.

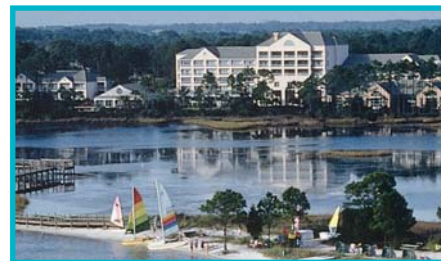
For others wanting to create or expand a boating safety program, here are some suggestions:



- 1) get connected to your state agency, your local Red Cross and groups, companies or individuals that donate to educational programs;
- 2) be willing to donate your time;
- 3) be persistent when asking for help or donations; and,
- 4) always share the success with those that helped make it all possible.

The DuBois *Program* achieved success because of the support from the local school board, administration and the volunteers. Thanks must be shared with the following: Dan Martin, Laurel Garlicki and others in the PA Fish and Boat Commission; the National Safe Boating Council; West Marine; and the local American Red Cross chapter.

*This Program was the winner of the 2002 NSBC Boating Safety Youth Program Award sponsored by West Marine. Contact Mr. Ken Pauling, Aquatics Director, DuBois Area Schools. Email pauling@usachoice.net for more details. See www.safeboatingcouncil.org - for more NSBC Awards opportunities.*



Members are excited about the 2004 International Boating and Water Safety Summit! Here are some quotes:

*I received your postcard and could not believe my eyes, what a great location! I visited the hotel's web site and they have so many things to do. I do plan to attend - can't wait until April.. thx again.*

*Tim Golden, USACE - Englebright Lake, CA.*

*This beautiful Marriott property is near some of the world's best beaches. I have visited twice and think it will be a fantastic setting for the Summit.*

*Marty Law, Oregon State Marine Board*

*For boating and water safety professionals there is no better single source for educational resources and professional contacts... just tremendous creativity and such a willingness to share ideas that work! - the 2004 Summit!*

*Jeff Johnson, BLA, Anchorage, AK.*

Check out the Summit location/resort at [www.marriottbaypoint.com](http://www.marriottbaypoint.com)

Make room reservations now by calling 850-236-6000. Space is limited.

### What's Aboard

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## ROUGH WEATHER POWER BOATING TACTICS

When operating a powerboat on rough open water, the fastest route between your destination and present location isn't necessarily a straight line. Tacking and quartering the waves is a good strategy in wave-disturbed water, though if you are able to follow the shoreline that could be a safer alternative. The land mass may help to disrupt the rough wave action. However, be sure there are no rocks or shoals along your selected course.

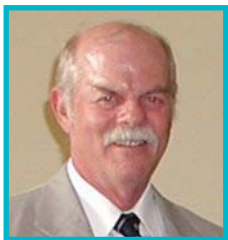
*This message is brought to you by Ability One Corporation.*

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## AND NOW, A WORD FROM OUR CHAIR



The entire Council, its members, and indeed the whole recreational boating world, was saddened when we lost Bill Selden, our former Chairman. Our hearts go out to the family. We will miss Bill and his southern charm, experience and sunny disposition. Fair winds and following seas, dear friend.

I would like to report to you what happened at our fall meeting, but I was not there. Hurricane Isabel disrupted the Virginia Beach meeting in September, which postponed the meeting until October. I had plans to attend two meetings in

Canada, so Vice Chair Ed Carter presided at the delayed Annual Membership Meeting.

I would like to point your attention to a new initiative on which our counterparts in Canada are working - mandatory wear of PFD's on boats less than 6 meters (19.5 feet). They have completed a research paper on the subject, which can be viewed on their web site ([www.csbc.ca](http://www.csbc.ca)), where you can look at summaries or the entire report. You may know that the National Safe Boating Advisory Committee, a group which advises the Coast Guard on boating matters, also addressed this issue and the National Association of State Boating Law Administrators is considering a resolution to develop a model legislative act requiring PFD wear on vessels under 21 feet.

At the NSBC Winter Board meeting, we will discuss this topic and write a poll for our membership to consider. We need your reaction to this issue to guide us. This subject is very broad and probably will become a major issue in the near future. I hope you become familiar with the pros and cons because PFD wear will be in the headlines.

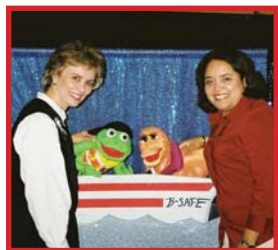
In closing, the boating season is winding down, the water is turning hard - in some parts - and the season for boat shows is upon us. Please visit a boat show this year, they are spectacular! I encourage you to give the manufacturers of the products we all use your support, and get up to date with the newest models and gear.

Have a great holiday season.

*Bill Griswold*

## CHAMPION BOATING EDUCATION ADVANCEMENT AWARD PROGRAM

The California Department of Boating and Waterways (Cal Boating) believes that if you teach safety to children while they are young, these lessons will serve to protect them throughout their lifetime. That is why in 1993, emphasis was placed on infusing the education program with fresh boating and aquatic safety curriculum materials. The idea of a poster contest was born and Cal Boating initiated *Safe and Wise Water Ways*. Students in the K-8 grade levels are invited to submit artwork depicting safe boating and aquatic themes. Nine statewide winning entries are chosen (one for each grade level) and featured on an annual poster calendar produced and distributed by the Department.



Prizes, acquired through sponsorship, are distributed when Department representatives and their boating and aquatic safety puppet show - *AquaSMART Live!* - personally congratulates the poster contest winners.

This poster contest is a great example of how public and private sectors can partner to benefit the children of the State. As we all work together, boating safety is promoted and our waterways become a safer place to recreate.

Contact Gloria Sandoval at Cal Boating for more information on the program. email: [GSANDOVAL@dbw.ca.gov](mailto:GSANDOVAL@dbw.ca.gov).

*The California Department of Boating and Waterways program as described above, was the top prize winner in the 2002 NSBC Boating Education Advancement Award competition sponsored by Coors Brewing Company. We encourage you to submit your program/s for consideration. See the NSBC website: [www.safeboatingcouncil.org](http://www.safeboatingcouncil.org) or call 703-361-4294 for more information.*



SHARE YOUR GREAT PROGRAMS

## PREMIUM MEMBERS

### PATRON MEMBERS

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Boat U.S.  
Coors Brewing Company  
MetLife Auto & Home  
Orion Safety products  
Sentinel Press LLC  
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Within Reach, Inc.

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Mercury Marine  
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Paddlesport Pub., Inc. / Paddler Magazine  
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Ranger Boats  
SAFECO  
Sea Ray Boats  
Stearns, Inc.  
Tennessee Wildlife Resources Agency  
Zodiac of North America, Inc.

## HAPPY HOLIDAYS

## NEW MEMBERS

### ORGANIZATIONAL MEMBERS

Balistreri Consulting  
The Citadel (HESS)  
Colorado Division of Wildlife  
Engineering Systems, Inc.  
District of Columbia  
Metropolitan Police Dept./ Harbor Patrol  
LL Enterprises  
Marisafe, Inc.  
Massachusetts Harbormasters Association  
Powerboat Safety and Operation School  
Sorenson Associates, Inc.  
Tennessee Boaters Education  
USCG Auxiliary, Flotilla 66, Wenanah, NJ

### NEW INDIVIDUAL MEMBERS

George Clarke, Jr. and Greg Fister

visit [www.safeboatingcouncil.org](http://www.safeboatingcouncil.org) for membership details



We live in treacherous times, and only have to remember the recent Staten Island ferry accident to remind ourselves this is true. A recent federal court decision arising from the “9/11” tragedy also reminds us that once what was unimaginable may not be unforeseeable any more.

Legal experts are buzzing over a September 6, 2003 decision by U.S. District Judge Alvin Hellerstein that found that the “9/11” tragedy was a foreseeable matter to airline defendants, the owner of the World Trade Towers, the Port Authority of New York and New Jersey, and the manufacturer of the airplanes involved in the incidents. As a result, the plaintiffs’ causes of action against these defendants were not dismissed and will be allowed to proceed to trial –barring reversal on appeal. (*In Re: September 11 Litigation, Opinion and Order Denying Defendants’ Motions to Dismiss*, S.D. N.Y., Sept. 6, 2003.)

While victims of “9/11” and their families had the option of recovering funds from a federal Victim Compensation Fund, they were not obligated apply. Seventy representatives of injured or killed family members chose to sue the airlines, the airport security companies, the airport operators, the airplane manufacturer, and the operators and owners of the World Trade Center. The defendants, in turn, argued that they “could not reasonably have anticipated that terrorists would hijack several jumbo jet airplanes and crash them, killing passengers, crew, thousands on the ground, and themselves.” However, Judge Hellerstein, in a carefully considered opinion, concluded – at this stage of the lawsuit – that “the airlines reasonably could foresee that crashes causing death and destruction on the ground was a hazard that would arise should hijackers take control of a plane. The intrusion by terrorists into the cockpit, coupled with the volatility of a hijacking situation, creates a foreseeable risk that hijacked airplanes might crash jeopardizing innocent lives on the ground as well as in the airplane.”

Given this expansive approach to the *law of foreseeable consequences*, we are all on notice as owners and operators of boats and other craft that our actions will have consequences, albeit unintended. So, boat safely out there.

In a related initiative, Congress has enacted legislation, and the Department of Homeland Security (DHS) has issued new regulations, allowing manufacturers of anti-terror technologies to gain the benefit of the government contractor defense, and limit their liability, if they pursue designation as a “qualified antiterrorism technology” (QATT). The law is called the SAFETY Act for *Support Antiterrorist by Fostering Effective Technologies Act* of 2002. If a company can not introduce its anti-terror technology into the marketplace because insurers won’t insure the risk, then a company can pursue designation as a QATT and, ultimately, certification as an “approved product for homeland security.” We will soon see whether sellers of technologies, and other anti-terror devices, including vaccines, pursue these new protections. You can find the regulations at 6 CFR Part 25 (published in the *Federal Register* on October 16, 2003)

Finally, a tip of the legal hat to Admiral Jim Loy for being nominated by President Bush to the Under Secretary post in Homeland Security. TSA’s loss is our national security gain.

If you have any comments or questions about this article, I may be reached at: [Bondareff@blankrome.com](mailto:Bondareff@blankrome.com).

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**COLD WATER TIP:** *Cold water poses a constant hazard to those who go boating. Accidents can and do happen, and the only way to maximize your chances of surviving a cold water emergency is to be sure you’re prepared with the knowledge and equipment it takes to stay alive.*

## AWARDS AT NASBLA

Christmas came early for some NSBC members at this fall’s National Association of State Boating Law Administrator (NASBLA) convention, Virginia Beach, VA. The awards are outlined below.



**George Stewart** (at left) received from NSBC the **Boating Safety Hall of Fame** award for exemplary leadership and outstanding service on behalf of boating safety.

**Alvin Taylor** (shown in photo below) receives from Virgil Chambers of NSBC, a 1851 Navy Colt for his leadership. Taylor, NASBLA’s outgoing president, was recognized by NSBC for his leadership and service to boating safety.



**THE PRESIDENT’S AWARDS**  
NASBLA President Alvin Taylor selected five individuals for special recognition for their contributions to

boating safety and NASBLA.



**Virgil Chambers** (in photo at left), NSBC’s Executive Director was one. Another winner of the Award was **Ed Carter**,



Tennessee’s Boating Law Administrator and the Safe Boating Council’s Vice Chair. (Carter in above photograph).

### NASBLA AWARD

The NASBLA Award is their oldest award. It is presented to the person who has contributed to NASBLA and boating safety in general. The



2003 recipient was **Larry Innis** from the National Association of Marine Retailers and past chair of NSBC. Larry’s cooperative spirit, professional knowledge and honesty have been an asset to him throughout his career. He has participated in numerous NASBLA meetings, served on a number of committees and has been a strong supporter for boating’s portion of the Wallop-Breaux Trust Funds. Larry has served on various

national groups, including the USCG’s National Boating Safety Advisory Council and the American League of Anglers and Boaters.

### PUBLIC SERVICE AWARD

This NASBLA Award was presented to **Boat US Foundation** for its loaner life jacket program, started in 1997. The program has over 350 marine businesses and groups participating and has 33 states whose marine patrol boats carry life jackets. In 2003 the Foundation distributed about 1500 loaner life jackets. This free program has put 10,000+ loaner life jackets into circulation, touching the lives of tens of thousands of children. (Chris Edmonston accepts award, photo above)



### BOATING SAFETY EDUCATION AWARD

**Dan Martin**, Boating Safety Manager for the Pennsylvania Fish and Boat Commission (NSBC Member) received the Boating Safety Education Award. (Martin in photo at right)

Thanks to NASBLA for contributing the information and photographs of this column.



# BOATING UNDER THE INFLUENCE

*It's not just alcohol. Waterborne "stressors" may affect seniors in unexpected ways.*

*by John M. Malatak, US Coast Guard, Office of Boating Safety Program Operations Division Chief  
and Dr. Richard C. Lavy, M.D., US Coast Guard Auxiliary*

The go-fast party boat roars by, tossing you in its wake. A personal watercraft cuts across your bow, forcing an emergency course change. A bass boat speeds recklessly through your favorite anchorage. Drunken antics like these can ruin a relaxing day on the water, or worse, cause tragic accidents, injuries, and fatalities.

Would it shock you to know that your own behavior on the water might be just as risky? If you're like most seniors, you're climbing aboard your boat with more than just a hat and extra sunscreen. You're leaving the dock with a prescription "cocktail" in your bloodstream. According to a study cited in the *Journal of the American Geriatric Society*, recent estimates show that adults, 60 and older, take an average of five prescription medications daily. The side effects of drugs such as heart medications, blood thinners, insulin, diuretics, antidepressants and anti-inflammatories are well documented. Still, few understand the danger of mixing prescription medications with boating.

"The marine environment exposes people to heat or cold, motion, wind, noise and other factors that can cause fatigue in anyone," says Dr. Richard C. Lavy, M.D., U.S. Coast Guard Auxiliary (USCGA) and representative of the U.S. Coast Guard Office of Health Services. "For seniors on prescription medications, these effects may lead to diminished hearing, vision, concentration, observation and judgment. In this way, levels of medication that would have little impact on land can potentially cause a much greater degree of impairment for a boater."

That is why the U.S. Coast Guard (USCG) cautions boaters that prescription medications can also be a cause of boating under the influence (BUI). Waterborne "stressors" like sun, breeze, engine noise and vibration amplify common side effects like drowsiness and dizziness. Under certain conditions they can leave a boater confused, disoriented and thoroughly incapable of driving a vessel safely. Therefore, prescription medications for the boat's operator can be nearly as dangerous as the use of alcohol or illegal drugs.

Seniors boating under the influence may overlook warning signs of their own or their passengers' physical stress, subtle changes in weather conditions, or indicators of potential boat problems, until they're in trouble. For example, if storm clouds are building and the wind picks up, a boat operator affected by prescription medications could fail to notice the changing conditions in time to seek safe harbor in order to protect the boat and its passengers.

The solution is not to stop boating. Recreational boating is one of life's great pleasures and many seniors gravitate to boating as a relaxing and invigorating way to spend their days. The Coast Guard wants you to enjoy your time on the water. Nor, under any circumstances, should you stop taking medications prescribed by your doctor.

The key is **awareness**: understand the issue and be careful not to subject yourself to conditions that would put you, your passengers or other boaters at risk. A perfect boating day (clear, hot and breezy) might not be so perfect if you take a diuretic. Individually these factors might be harmless. Together, they could cause rapid dehydration, making it quite difficult for you to control a vessel or make clear decisions.

Medications that affect balance put a boater in greater danger of falling, the leading cause of senior injury deaths and the most common cause of nonfatal injuries and hospital admissions for trauma. The risk to you, whether from a fall inside the boat that leads to serious injury, or a fall overboard, is obvious.

Heart disease, poor circulation and obesity also affect the body's ability to regulate temperature and to protect against heat-related illness, such as heat cramps, heat exhaustion and heat stroke. If you suffer from these conditions and take medicine to control them, you should be particularly careful when it's hot on the water.

The effects of stressors on a boater taking prescription medications are multiplied when alcohol is present. Drinking while boating is never a good idea. The combination with heart medication, diuretics, antidepressants and other medications can have serious consequences.

"Seniors on medications who use alcohol while boating, significantly increase the impact of many medications and the effects of fatigue," says Dr. Lavy. "Alcohol alone can hamper peripheral vision, night vision, focus and the ability to distinguish colors, particularly red and green. Combine alcohol with medications, and these adverse effects are made worst."

Today's seniors need to remember that these concerns don't just apply to power boaters or sailors. Canoeists, kayakers, personal watercraft riders, anglers and hunters are boaters too — and impaired operators are in just as much danger as those in larger and more powerful craft.

What can you do to boat safely while continuing to enjoy the life-extending and life-enhancing benefits of prescription medications? The Coast Guard has a number of recommendations.

**1. Evaluate your own risk.** Consider your physical condition. Do you have a heart condition, poor circulation, extra weight or other factors that make you more susceptible to fatigue and medication side effects? What medications do you take? Do these medicines have warnings about driving or operating heavy equipment? Talk with your physician about the medications and whether there is a need to alter dosages when boating.

**2. Be conservative when planning your boating outings.** If you take prescription medications, limit your trips to avoid fatigue. Divide longer voyages into shorter segments, with plenty of time to rest in between time spent motoring, paddling or sailing. Always file a float plan, so that someone knows where you are.

**3. Monitor your own condition on board.** Pay attention to the way you're feeling. Are you tired, drowsy, dizzy, disoriented, momentarily confused, hot, cold, angry or giddy? Any of these sensations may indicate that you are under the influence of your medication and waterborne stressors. - Stop! Get to port, hand over your boat to another qualified operator or seek medical advice by calling the USCG or State Marine Law Enforcement on Channel 16. Realize that you may be unable to boat safely, and that you are putting yourself and others at risk.

**4. Rotate duties.** The physical and mental effort connected with operating a boat is fatiguing. No one person should be at the wheel all day. Make sure that there is another qualified skipper on board. In addition, everyone on the vessel should be on the lookout for shifting weather and traffic or waterway obstructions. It's also a very good idea for all passengers to know how to administer basic first aid, perform CPR and use the marine radio to call for help.

**5. Never drink while boating.** Operating a boat while inebriated is illegal. Violators are subject to arrest and prosecution by the USCG and local law enforcement authorities. Remember that the marine environment also augments the effects of alcohol — and that the combination with prescription medication can be deadly. The USCG recommends that passengers not drink alcohol while onboard either. Drinking may lead to risky behavior, falls overboard and inability to help in an emergency.

**6. Always wear a life jacket.** Most people who are killed while recreational boating drown, and most people who drown are not wearing a life jacket. Accidents happen with terrifying speed on the water, and there is seldom time to reach for stowed life jackets in an emergency. The USCG recommends all boaters and passengers wear an approved life jacket while

*continued, page 5*



underway, unless the boater is inside a closed cabin. Today's life jackets are lighter, more compact and more comfortable than the bulky orange vests most of us are used to. New inflatable life jackets are no bigger than a heavy scarf, and many can be set to inflate automatically when the wearer is immersed in water.

**7. Wear proper clothing.** Make sure you can stay cool in the summer and warm in the winter. Temperature extremes can be a major stressor dramatically increasing fatigue and augmenting the side effects of medications.

**8. Bring plenty to eat and drink.** Stay hydrated! Drink plenty of cool water or other non-alcoholic beverages while boating. Bring food and snacks, which help with the proper absorption of medications and keep you alert and comfortable.

**9. Take a boating safety course.** Seventy percent of recreational boating accidents are caused by factors that are controlled by the boat operator; failure to pay attention, carelessness, recklessness, inexperience, excessive speed and failure to watch for hazards. No matter what your level of experience, you can benefit from a refresher on the navigation rules and important safety procedures. Today's boating safety courses are a great way to make sure that your spouse or other members of your family are capable of operating your boat safely should you become impaired.

The Coast Guard recognizes America's Boating Course (ABC) — a joint partnership between two of the country's most prominent boating safety organizations, the USCGA and the United States Power Squadrons® (USPS). ABC is available on CD-ROM, on the Internet at [AmericasBoatingCourse.com](http://AmericasBoatingCourse.com).

**10. Get a Vessel Safety Check every year.** If you own a boat, take advantage of the free *Vessel Safety Check* program. You can get a bow-to-stern check of the condition and safety equipment on your boat — from canoe to a 65' yacht — from a qualified member of the USCGA or USPS. It's by far your best way to learn about safety problems or possible violations before they become a problem on the water. Visit [VesselSafetyCheck.org](http://VesselSafetyCheck.org) for more details or to request a FREE *Vessel Safety Check*.

As a boat operator or owner, it's your responsibility to understand the factors like prescription medications that can affect your safety, or the safety of passengers or other boaters, on the water. That's why at the Coast Guard we say, "You're in Command. Boat Safely!"

Enjoy your time on the water. But never Boat Under the Influence of alcohol, drugs or prescription medications. For more boating safety information and resources, visit [www.uscgboating.org](http://www.uscgboating.org).

## 2003 CAMPAIGN EVALUATION PRIZE WINNERS

As a result of campaign participants completing and returning Campaign evaluation forms, these lucky folks received some early Christmas presents.

Winners were drawn at random from all forms returned. The winners, state, their prize and the prize donors are listed below.

**Terry Siler of Tennessee**  
**WaterMark/SOSPENDERS**  
**Inflatable PFD**

**Jim Chastain of Oklahoma**  
**Stearns**  
**Inflata-belt lite**

**Jack Cummins of North Carolina**  
**Orion**  
**First Aid Kit**

**Thomas Christman of Florida**  
**Gateway Multi Media**  
**Wheelhouse Companion**

**Kenneth Bell of Connecticut**  
**Orion**  
**Signal Mirror & Whistle**

Congratulations to these folks and thanks to all the others for completing evaluations - this helps with future Campaign planning.

Congratulations to Randy Smith, campaign coordinator, all the members and volunteers who participated, the officers and staff of NSBC and all others on a great 2003 Safe Boating Campaign.



### WILL IT FLOAT?

The Canadian Safe Boating Council (CSBC) commissioned SMARTRISK, a national injury prevention organization, to develop a background research paper summarizing the best available evidence pertaining to mandatory PFD use. This comprehensive study included information from the USA, including interviews with NASBLA representatives and interviews with representatives from 15 other countries.

In September 2003, the CSBC approved a motion to accept the report and to implement an action plan based on the building of stakeholder consensus to advocate for the required wearing of PFDs.

Funding for the report was provided by the Cook-Rees Memorial fund, established by Loreena McKennitt. You may download this report from [www.csbc.ca](http://www.csbc.ca).

### GET YOUR WAY PAID TO THE SUMMIT ?

Nominate your safety program for this year's Boating Education and Advancement Award (BEAA). One program from each NASBLA Region will be selected to attend the 2004 International Boating and Water Safety Summit in Panama City Beach, FL, April 18 – 21. If your program is selected, you will get your way paid to the Summit where you will present your program. Each of the 3 regional winners will be in competition for the Grand Prize - \$1,500.00!

Sound good?

*Coors Brewing Company sponsors BEAA.*

The Boating Safety Youth Program Award is accepting nominations. The winner of this award gets a trip to the Summit plus \$2,500.00. *This award is sponsored by West Marine.*

You are encouraged to submit your program applications to the NSBC office by February 10, 2004. Please check the NSBC website for specific information on submitting nominations. But, do it now, because you could be a winner!!

**HAPPY HOLIDAYS**  
TO YOU AND YOURS  
FROM  
ALL OF US  
AT THE  
NATIONAL SAFE BOATING COUNCIL  
MAY YOUR HOLIDAYS  
BE  
SAFE AND HAPPY.



SEE YOU AT THE SUMMIT!

## WE WILL REMEMBER

Bill Selden, past chair of the National Safe Boating Council (NSBC) and Past Commander of the US Power Squadron (USPS) died October 13, 2003. Please review this brief background on Bill.

Mr. Selden joined the USPS in 1958. He worked through the bridge chairs of the squadron becoming squadron Commander in '66. He advanced to the District becoming District Five Commander in '72. He then served on the National Operations Training Committee, Planning Committee, and Liaison Committee. In '84, he was elected to the National Bridge and assumed the Rank of Vice Commander as the National Administrative Officer, serving two years. In '86, he served two years as National Executive Officer. In '88, he was elected to the office of National Chief Commander and served two years, receiving the **U.S. Coast Guard Distinguished Public Service Award**.

Selden served six years on the National Safe Boating Advisory Council, receiving the US Coast Guard **Meritorious Service Award**. He was assigned to Chair the BSAC. After serving for three years, he was presented with a **second Distinguished Public Service Award**.

In September of 2000, Mr. Selden was elected as Chair, National Safe Boating Council. His two-year term ended in September of 2002. During his leadership in the NSBC he was instrumental in implementing the local level Recreational Boating Safety Grant program through the USCG nonprofit grant system (a program which he championed),  
continued in next column

The poem, *Crossing the Bar*, as seen below, was read at Bill Selden's Memorial Service by NSBC's Executive Director, Virgil Chambers.

### *Crossing the Bar*

by Alfred, Lord Tennyson

Sunset and evening star,  
And one clear call for me  
And may there be no moaning of the bar,  
When I put out to sea.  
But such a tide as moving seems asleep,  
Too full for sound and foam,  
When that which drew from out  
the boundless deep  
Turns again home.

Twilight and evening bell.  
And after that the dark  
And may there be no sadness of farewell  
When I embark;  
For though from out our bourne of  
Time and Place  
The flood may bear me far,  
I hope to see my Pilot face to face  
When I have crossed the bar.

launched the NSBC first official annual report and grew the membership to record number. Bill was the **only serving chair** to be inducted into the Council's **Boating Safety Hall of Fame** for his lifelong advocacy for boating safety.

## IMPORTANT DATES

2004

### January

13 CASBA's Toronto, ON  
14-18 USPS Annual Meeting Orlando FL  
24-25 NSBC Board Meeting Panama City, FL  
23-25 USCGAux. National Training Conf.  
St. Louis, MO

25 **DEADLINE RBS Grant Applications**

### February

10 **DEADLINE Boating Safety Youth Program Award Applications**  
20-21 NASBLA Committee Meetings  
West Palm Beach, FL  
22-25 IAMI Annual Meeting  
West Palm Beach, FL

### March

26-27 National Boating Federation Meeting  
Houston, TX

### April

16-17 NSBC/NASBLA Reviewer Training  
Panama City, FL  
18-21 SUMMIT (IBWSS) Panama City, FL  
17 NSBC Board Meeting Panama City, FL  
18 NSBC Membership Meeting  
Panama City, FL

### May

19-23 USPS Spring Governing Board Mtg  
Pittsburg, PA  
22-28 National Safe Boating Week

### June

6-8 SSBLAA Annual Meeting St. Croix, VI  
12-16 NABA Annual Meeting  
Niagara Falls, NY

## BOARD OF DIRECTORS

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