



Newsletter

of The Canadian Safe Boating Council

November 2003



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Newsletter

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Message From the Chair

It is indeed my honour and privilege to serve as the new Chair of the Canadian Safe Boating Council. I know that it will be an exciting couple of years ahead and I hope to meet many of you during that time.

As I write this we have just come off of a very successful 2003 AGM/Symposium in Longueuil Quebec. It was an outstanding conference. Rick Cassels and his conference committee of Christine McDougall, Guy L'Ecuyer, Vahe Vasillian, Luci Gagnon as well as Luci's staff from the Office of Boating Safety in Quebec City did a fantastic job in developing an excellent program with an outstanding group of presenters to speak about a wide variety of boating safety issues.

Included in this group were our friends and colleagues from the United States. We were very fortunate to have Mark Rosenker who is the Vice-Chair of the National Transportation Safety Board, Bill Gossard also of the National Transportation Safety Board, Bill Griswold Chair of the National Safe Boating Council (NSBC), and Ted Woolley from the National Association of State Boating Law Administrators (NASBLA).

This group was in addition to the excellent speakers from the Canadian Coast Guard – Mark Demonceaux, Tim Meisner, Daniel Hache from the Office of Boating Safety, Vahe Vassillian from the Quebec Safe Boating

Council, Guy L'Ecuyer from the RCMP, Pierre Trudel from the Federation Quebecoise de Canot et du Kayak, and Rob Richardson from Water Incident Research Alliance (WIRA). The focus of the symposium was the PFD/lifejacket wearing issue and the presentation from SMARTRISK of the findings from the "Will it Float?" report. Following the presentation, discussion ensued about what the CSBC should do and what our position should be. This then led to a motion at the AGM. The full report is available on the CSBC website. The report created quite a buzz at the conference and much "lively" discussion ensued. The motion reflects the need for more "lively discussion" on the topic with stakeholders on this very emotional and controversial topic.

Arising from the 2003 Symposium & AGM, I was invited to present the findings of the report to the NASBLA members at their conference in Virginia Beach in late October. Our good friends in the US feel that we are leading the way on this topic and wanted us to be a catalyst for "lively" discussion south of the border and I was happy to represent the CSBC on your behalf. All CSBC members should be flattered to hear that Ted Woolley from NASBLA told the NASBLA membership how impressed he was with the CSBC and how "leading edge" we are

with no paid staff and very limited financial resources. He is right. We are a very dedicated group of volunteers who work together to promote safe and responsible boating throughout Canada. So this is a compliment to all of us about how much we can do when we all work together with dedication and limited resources. Just imagine how much more we could do with a bit more of each!

The CSBC is served by a multi-talented and dedicated group of directors. I invite you to get involved on any of the committees. I invite you to contact me at barbarab@lifeguarding.com if you need to obtain a contact name or if you want to get involved and don't know where you fit in... I know that you will find it to be a very rewarding and fun experience. I have been involved with the CSBC for only 5 years and have met many people who I now consider to be very good friends.

I want to leave with one last thought on consensus building that I will attribute to Virgil Chambers who is the Executive Director of the NSBC:

"Consensus building is the art and science of getting your mission accomplished especially when that mission is difficult and controversial."

To consensus building....one by one.

Barbara Byers



Feature Article

Will It Float?

An update from the PFD taskforce

The highlight of the 2003 symposium in Longueuil was the presentation of the “Will it Float? Background Research Paper by SMARTRISK. This initiative originated at the 2001 AGM held at Geneva Park Conference Center when a motion came forward to form a PFD taskforce who were asked to develop a strategic plan to promote PFD wearing. Well sometimes these committees just meet and sometimes they take action. This group was most definitely action oriented!

The taskforce members were Barbara Byers, John Blaicher, John Gullick, Sue Phillips, Ted Rankine, Michael Vollmer, Brad Schlorff and Roxanne Standefer. In 2001/02 the taskforce moved

full speed ahead to identify a need for a comprehensive report that would examine all existing research data in Canada as well as internationally and identify information gaps. This would lead to a background paper which would evaluate the advisability of advocating for legislation concerning mandatory PFD use for recreational boaters in small craft.

Since the CSBC is a 100% volunteer driven organization and since the taskforce felt it would be beneficial to have the skills and objectivity of a consultant, they approached SMARTRISK - a national injury prevention organization, to act as a consultant and independently prepare the report. This would

enable the taskforce to act as an advisory board to provide contacts, information and to act as a resource to ensure that surveys were addressing the key target groups and so on. The taskforce felt that they had a great game plan, with the exception of the money to make it happen. The CSBC needed a sponsor to fund the study.

Enter the Cook-Rees Memorial Fund for Water Search and Safety and Loreena McKennitt. The taskforce approached Loreena McKennitt, who in 1998 established The Cook-Rees Memorial Fund For Water Search And Safety.

Thankfully Loreena and her directors agreed that this project was deserving of financial support from the Fund. ➤





Will It Float?

- The CSBC is very grateful to Loreena and her advisory board who provided the funding for the “Will it Float” study. Without the support of the Cook-Rees Memorial Fund this would have been a great plan that couldn’t afford to be executed. Thankfully it could.

Well one year later, an incredibly thorough, comprehensive and definitive study was completed in time to present it to the CSBC membership at the 2003 Symposium/AGM in Longueuil Quebec on September 27, 2003.

Dr. Phil Groff and Jen Ghadiali, the two consultants who prepared the report, were there to present the findings and field questions.

The consultants identified four general conclusions from the report namely: boating related drownings warranted action, PFD wear is the risk factor to address in preventing boating related drownings, mandatory wear legislation is the intervention to employ to increase PFD wear rates and finally, that such legislation should be feasible in Canada. However, they did express caution in terms of the timing



and the process to get there, given the barriers that exist and opposition by some stakeholders.

In recognition of the need to share the findings of the study in order to build support and consensus, the CSBC membership present at the AGM unanimously approved the following motion:

That the CSBC membership accept the Background Research Paper Regarding Mandatory PFD Wear Legislation in Canada that was written and presented by SMARTRISK and develop and implement an action plan based on the building of stakeholder consensus to advocate for the required wearing of PFDs/lifejackets by boaters while on the water.

So onwards and upwards. The taskforce has added Jean Murray to the group and is busy sharing the findings of this report with boating stakeholder groups across the country and internationally. You can

download this report on the CSBC website and read it yourself as well as download the presentation that SMARTRISK provided at the 2003 Symposium and the CSBC’s conclusions and recommendations. Go to www.csbc.ca and make sure that you load up your printer with paper before you press the print button. The report is pretty long but definitely worth the read!

The taskforce deserves recognition for seeing what was needed (a study), identifying a plan to get there (SMARTRISK), finding the financial resources to achieve the plan (Cook-Rees) and importantly steering the ship to get there. So the goal of publishing the report was met, now the real work of building consensus is ahead. But we have great data to help us in our mission. Full speed ahead!

by Barbara Byers



Will It Float?





Member News

Two Saved by the Jacket

Near Tragedy Highlights Important Messages!

The Canada Day weekend of 2003 will be long remembered by the Hansen and Douglas families of Prince Edward Island as a day of fear, reflection and jubilation.

At 7:00 am on Tuesday July 1st Mark Douglas (27) and Dean Hansen (26), dressed in t-shirts, shorts, sneakers and personal flotation devices prepared to paddle from Sundance Cove to Governors Island in Hillsborough Bay. Estimating the trip to be approximately two kilometres, they expected to return by 10:00 am.

This Blows!

(In an interview with Dean he mentioned that Mark has a flair for summing up situations.)

Just forty minutes into the journey the conditions of Hillsborough Bay got the better of the vessel and overturned their canoe spilling them into the 15.5 degree waters. "The waves were 2-3 feet with whitecaps", says Dean, "A canoe is just not built to handle that!" Dean and Mark battled for twenty minutes with two small bailers trying to empty the swamped canoe of its contents, before making the decision to split up. "I was getting cold fast. I was well

aware of the dangers of hypothermia. That was my biggest concern. Ultimately I decided my best chances were to keep moving and get out of the water so I picked a point on shore and started swimming." Mark took another approach. "Mark decided he would do a combination of drifting with the current and swimming".

After spending three and half-hours in the water, Dean made it to shore at Bellevue Cove, only a mile from where they launched their ill-fated craft. Gene Mayder, a local resident was walking with a friend when she spotted him. They promptly wrapped him in blankets and called 911. Mark was still in the water. As a full search was quickly set in motion, the question was clear. Is this going to be a rescue or recovery operation?

Mark had been in the water just over four hours when he finally drifted to Squaw Point, forty five-minutes away from where he and Dean launched their canoe. Ironically, Mark had passed rescue services along the road as he walked towards the Hansen's property. Once he arrived Mark immediately called 911, and not knowing that Dean had already made it to shore,

cancelled his own search. This incident could have ended in tragedy if the pleasure boaters were not prepared.

Hansen credits his life to wearing his personal flotation device. "The PFD's were critical. Both Mark and I are young and in good shape but a 4-5 km swim is not something I could ever have done without the PFD. Anyone not using a PFD when boating is looking for trouble, things can change very quickly on the water and you can wind up in a bad situation fast!"

Also important was their Float Plan. By telling his parents when they were expected to return Dean explained "they knew exactly when it was time to worry. As far as I am concerned it is not just a safe boating practice it is a necessity." Dean's parents and his new fiancé suspected trouble at 10:45 am and started to search the coastline for their son, his friend and the canoe, not knowing Dean had already been found on the shoreline before they called 911. Dean and his family were also very thankful to those involved in the search for his friend. "The Coast Guard and RCMP acted very professionally and quickly," says Lynn Hansen.





Member News



When a search and rescue situation is present everyone reacts. Dean extends his thanks to all who were involved: the Coast Guard Auxiliary, local pleasure boaters, fire departments, RCMP and the

Inshore Rescue boat who were out there when he needed them. The waters of Hillsborough Bay claimed a canoe on Canada Day, but returned two men to their families with a new respect for the water.

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What Is INFEAU?

“INFEAU” means information centre for water-related activities. “INFEAU” comes from an idea that was developed after years of observation of boaters’ activities and behavior on rivers, lakes and boat ramps.

The “INFEAU” campaign is (literally) supported by a specially built portable and inflatable dock that can be anchored in areas where boat traffic is either dense or hazardous. We call it our

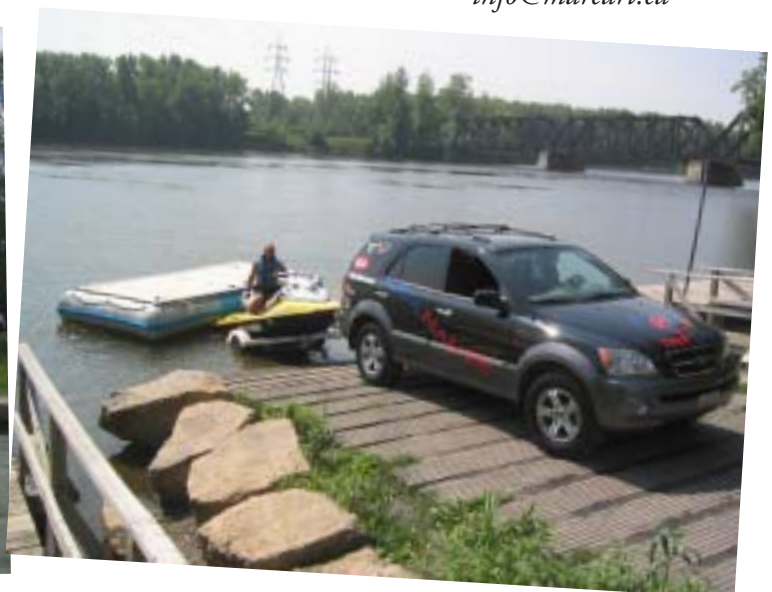
“FLOATING MAGNET-DOCK”, since it acts like a magnet for boaters who are attracted by the multicolored flags and banners. Once a boater has docked we inform him or her of the local hazards and provide literature (such as the Canadian Coast Guard pamphlet), bottled water and other amenities supplied by our sponsors for adults and children alike.

Our message:

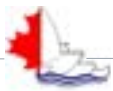
- Why, when and how to wear a life jacket;
- The necessity of taking safe boating courses;
- The dangerous effects of alcohol and carbon monoxide;
- The importance of being well equipped and how to operate a properly maintained boat or PWC.

For more information, please contact:

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Photos by Vahe T. Vassilian



Member News

A Tribute to Bill Selden

William Douglas Selden IV, USPS C/C 1989-90, died recently at the age of 79 after a long illness.

Bill was a special man, much beloved, admired and respected by those who were privileged to know him. It would have pleased him to look out upon the sea of blue blazers at his memorial service 16 November 2003 when hundreds of USPS members from across the country gathered in Richmond to pay their last respects. USPS C/C Ted Smith, NSBC Executive Director Virgil Chambers and Captain Scott Evans of USCG Office of Boating Safety were among the distinguished guests who paid tribute and shared fond memories of Bill. The beautiful service was lead by USPS National Chaplain Father Louis Reitz.

Bill's early passion for boating grew into a lifelong commitment, and he became a nationally recognized advocate for boating safety. He joined the local Richmond Power Squadron of USPS in 1958 and worked his way through the bridge to become Squadron Commander in 1966. He advanced to the District level and become Commander of District V in 1972. At the National level he worked on a number of

committees including Operations Training, Planning, National Liaison and Vessel Safety Check. Advancing to the National Bridge he served as Administrative Officer and Executive Officer before he become Chief Commander in 1989

Bill's tireless advocacy for boating safety and education spanned myriad organizations including:

- 38-year active membership in USCG Auxiliary
- Education Committee, National Association of State Boating Law Administrators for 10 years
- Executive Board, American Boat Yachting Council (1991-94)
- Member, National Safety Advisor Board (7 years); Chairman (1994-98)
- Member, National Safe Boating Council; Chairman 2000-2002

Boating Honors and Awards included:

- *Distinguished Public Service Award* – United States Coast Guard (1990) for his tenure as C/C of USPS and (1998) upon completion of a federal appointment to the National Safe Boating Advisory Council
- *Meritorious Service Award* – United States Coast Guard (1993 & 1996)

- *Buntzel National Safety Award*
- American Boat Yachting Council (1991)
- *Holister Award* – Western States of National Association of Boating Law Administrators (1993)
- *National Boating Safety Award*
- Motor Boating Magazine
- *Life Achievement Award* – NASBLA
- *National Boating Hall of Fame*
- National Safe Boating Council (2003)

Many in USPS hold memories of P/C/C Selden dear, but clearly he touched the lives of nautical enthusiasts throughout the boating world. How privileged we are to have known him and shared his enthusiasm for safe boating and education.

"...My watch has ended. My memories of it will never end – nor will my dedication to USPS.

You gave me an experience far richer, warmer and more rewarding than any most people are ever permitted to know.

For that I thank you from the bottom of my heart and hope sincerely that my service came up to your expectations."

(C/C Bill Selden, THE ENSIGN - Jan. 1989)

by R/C Joyce Shaw, AP



Member News

Quick Notes from CMAC

At the Canadian Marine Advisory Council meetings held in Ottawa the first week of November the results of the PFD taskforce work were made known to attendees of the Recreational Boating Subcommittee. As a consequence of the presentation a French version of the SMARTRISK powerpoint presentation was prepared by Coast Guard and given to me for our use. Thank You CCG.

While people thought the presentation was excellent there was a consensus that it was a

little too long for most audiences. As a result, the PFD taskforce is producing a short form using both the English and French versions that is about half the current length.

On other issues, there was a great deal of disappointment in the level of resources that CCG was going to be able to put into solving the existing problems in the PCOC program. CCG Office of Boating Safety is going to focus on only one major issue for 2004 and that is the issue of internet testing.

They have three possible directions: status quo, requiring

an integrated learning process or eliminating internet testing all together. The latter was the solution recommended by the group. It was felt that at the present time technology could not guarantee that the people writing the test were who they said they were or that the test was being properly supervised. The current level of abuse was considered to be too detrimental to the program and so it was recommended that internet testing be eliminated entirely.

by John Gullick

Calendar Reminders

6th Annual CASBA Dinner

Sunday January 11, 2004
at 6:30 p.m.

Sheraton Centre
Toronto

Tickets available

Consider Sponsorship or buying
a table for your organization

Registration and further info
available on website

2004 Symposium

Delta Whistler Resort
Whistler B.C.

Welcome Reception
Thursday Sept. 23rd at 6:30 p.m.

Symposium
Fri. and Sat. Sept. 24th & 25th

Directors Meeting
Sunday Sept. 26th