

# NATIONAL BOATING FEDERATION

6 November 2006

**TO:** Marlene Barrington, President  
Thomas M. Dogan, Secretary  
Penelope N. Orth, Past President  
Fred W. Poppe, Executive Committee  
Earl M. Waesche, Legislative Director  
Johnnie Owen, LOOKOUT Editor

Philip B. Arms, Jr., Vice President  
William A. Heider, Sr., Treasurer  
David J. Kutz, Executive Committee  
Everette L. Tucker, Jr., Executive Committee  
Margot J. Brown, Executive Director

**FROM:** Robert P. David, Director, International Relations

**SUBJECT:** **European Boating Association Meeting  
Copenhagen, Denmark, 13-15 October 2006**

Attendance was 40 with representatives from 14 countries; Austria, Czech Republic, Denmark, Finland, France, Germany, Iceland, Ireland, Netherlands, Norway, Poland, Romania, Sweden, United Kingdom, United States, plus representatives from The Barge Association, Inland Waterways International, and the Nordic Boat Council.

The following topics were discussed and are of interest to us in the U.S. I will let you know if additional information is included in the published minutes.

## **A. General Topics**

1. **New Members** – Norway was accepted as a member.
2. The **National Boating Federation**, an Observer Member, was congratulated on its 40<sup>th</sup> Anniversary and recognized for its continued participation.
3. A new slightly modified Constitution was adopted to keep the organization current.
4. President Magnus Anderberg (Sweden) resigned after seven years and a new president was elected, Peer Bent Nielson of the Danish Sailing Association. Magnus' final report summarizes his seven very successful years in office and lists NBF prominently in several places including his attendance at the NBF meeting in Alameda in 2001.

## **B. Regulatory**

1. Update on **International Certificates of Competency (ICCs)** under UN Resolution No. 40. Since adoption of UN Res. No. 40 is voluntary with the expectation that all countries would comply. EBA encourages the all European countries to adopt this Resolution. There was considerable discussion on this topic and both good and bad news.
  - a. I reported that status of the US adopting UN Resolution No. 40 and I explained we were still working on trying to get some action, but that the Coast Guard was unable to assist due to lack of regulatory authority in such matters and their attempts to get such authority via a legislative change proposal failed.
  - b. The Irish Sailing Association is now issuing ICCs by Authority if the Irish Government which has adopted UN Resolution No. 40. It took 7-8 years to get Ireland to adopt the resolution and it came about by the Irish Sailing Association convincing the government there was an issuing infrastructure and standards already in place within their organization, very similar to RYA.
  - c. Iceland reported they are working on getting adoption and look to be issuing them in 2-3 years and Norway is preparing to issue ICCs.

d. Di Murrell of the Barge Handling instruction courses for RYA and French licenses commented how poorly trained Americans applying for ICCs were in both knowledge and boating skills! She was very interested in the new USPS Operator Certification Program and hoped this would bring more knowledgeable yachtsmen to Europe.

e. On the bad side, it was reported that about 200 people have been prosecuted for holding fraudulent ICCs issued in Spain and Croatia is now issuing ICCs for just paying the fee... no test! All of EBA were appalled and EBA will follow up where appropriate action can be taken.

2. Some changes have been proposed for the CEVNI rules (the inland European sailing rules) but they are a ways off.

**C. Technical** – I did not get to attend the Technical sub-committee meeting. Topics reported as discussed were: 1) mobile phones as an acceptable means of communication, 2) IMO is adding specifications for LED lights for small boats, 3) the current status of the Automatic Identification System (AIS), that VHF Channel 16 will be continued, and registration of 406 EPIRBs.

#### **D. Environmental**

1. International Maritime Organization (IMO) is still investigating the **spread of harmful aquatic organisms**. This and pollution continue to be very important topics. The Royal Yachting Association (RYA) and the Baltic countries are developing stronger programs to educate boaters for the protection of the environment. As reported previously this is of particular interest in the Baltic Sea since it doesn't flush (while in Denmark it was easy to see why!). The Mediterranean Sea doesn't flush either, but the bordering countries seem less active even though fish populations continue to decline and other problems are apparent. The new program in the UK, led by RYA, is called "Green-Blue" and is an educational process regarding environmental concerns; website is [www.thegreenblue.org.uk](http://www.thegreenblue.org.uk).

2. Development of **energy generating wind farms in coastal areas** continues. Denmark obtains 22% of their electricity from wind turbines. There were about a dozen along the shore beside the channel leaving Copenhagen and out in the Baltic there were many more. Interestingly the latter are installed over a very shallow dredge spoil area not navigable by boats. Thus the closure of the area is of no consequence to boaters.

3. **Anti-fouling paints** continue to be a hot topic of concern with little success finding acceptable alternatives to copper. Several new formulations were initially exciting but failed in testing. Information provided by California, which is also concerned, has been shared with Germany and vice versa.

4. **Bio-diesel fuel** has become a problem in Europe and may be something to watch out for here. Until recently bio-diesel was tax-free and thus very attractive. The 4.5% added to regular diesel has been found to cause deterioration of some hoses. This looks like a similar problem to what many in the US have found with ethanol added to gasoline.

**Next Meetings** – Oslo, Norway or vicinity, 20-22 April 2007  
– Graz, Austria, 12-14 October 2007

Respectfully submitted,

P/VC Robert P. David, SN

## My Report to the European Boating Association, 14 October 2006

### 1. 2005 Boating Accident Statistics (USCG)

	<u>2005</u>	<u>2004</u>	<u>2003</u>	<u>2002</u>
Registered Boats (power driven only)	<b>12.9mil.</b>	12.8mil.	12.8mil	
Fatalities	<b>697</b>	676	703	750
Injuries	<b>3,474</b>	3,363	3,888	
Accidents	<b>4,994</b>	4,904	5,438	

California and Florida (states with large year round boating) continue to have the largest number of accidents and fatalities (58 and 78 respectively).

2. UN Resolution 40 Adoption Status. As reported in April several organizations had submitted resolutions to the U.S. Coast Guard asking them to pursue obtaining "statutory authority" to pursue issues in the recreational boating area. The Commandant, with the support of his staff, submitted a request for a Legislative Change Proposal to accomplish this. Unfortunately, the Congressional Committee with oversight of the Coast Guard removed this recommendation from consideration. Thus we are back to ground zero since nothing more can be done from within the Coast Guard. Our recreational boating organizations will regroup this fall and look for alternate approaches. Obtaining this authority for the Coast Guard will be essential to moving forward with adoption of UN Resolution No. 40. I repeat the statement from my last report to refer any Americans with ICC problems to me and urge them to advise their Congressional representatives.

3. U.S. Coast Guard Change of Command. Admiral Thad Allen was installed 25 May as the 23<sup>rd</sup> Commandant at ceremonies attended by NBF Legislative Director, Earl Waesche. Adm. Allen led the search and rescue activities during and after the two major hurricanes that hit our Gulf of Mexico coasts last fall.

4. The National Boating Safety Advisory Council (NBSAC) is close to finishing a comprehensive strategic planning effort to further reduce boating accidents and injuries. All recreational boating interests have participated.

5. Online Chart Viewer. On 4 July NOAA introduced a new public service called "Online Chart Viewer". The Viewer's fast, image displaying software permits rapid Raster chart display, panning, and zooming for thousands of NOAA nautical charts. You might want to take a look.

6. The National Boating Federation is celebrating its 40<sup>th</sup> Anniversary this year and was recognized and honored by Langhorne Bond, President of the International Loran Association, for our steadfast support for the continuation of Loran-C. Mr. Bond was formerly the director of the Federal Aviation Administration. Other recognitions came from the NBSAC and the U.S. Coast Guard for our many contributions to recreational boating safety.

A significant increase in eminent domain cases (the taking of private property for economic development) has occurred that are eliminating marinas and water access for recreational boating. NBF advocates legislation by states and local governments to oppose use of eminent domain where restricting water access will occur. This will be a significant on-going problem boaters will face.

### 7. Issues still on the table...

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|--------------------------------------|---|
| a. Life jacket wear                  | d. Propeller strike injuries and fatalities     |
| b. Mandatory boat operator education | e. Spread of invasive aquatic species           |
| c. Carbon monoxide poisoning         | f. Barge lighting standards on inland waterways |

8. United States Power Squadrons' Boat Operator Certification. This comprehensive program was adopted in August 2006.

**OBJECTIVE.** To certify USPS members at various levels of recreational boating proficiency recognized across the boating community – domestically and internationally. The goal is to have USPS certification accepted as the national certificate for the USA and meet or exceed the requirements of UN Resolution No. 40, International Certificate for Operation of Pleasure Craft.

**CERTIFICATION LEVELS.** To be documented on a wallet-size card and a frame-able certificate.

**Inland Pilot** – inland waterways and sheltered waters close to land, in good weather during daylight.

**Coastal Pilot** – coastal boating (on the seas or Great Lakes) in nearby waters, during daylight.

**Advanced Coastal** – extended coastal boating and cruising, including night operations and more challenging weather conditions.

**Offshore Navigator** – beyond the sight of land and aids to navigation for extended periods, including 24 hour operation and in severe weather.

**GENERAL REQUIREMENTS.** Person must be at least 16 years of age, be mentally and physically capable of operating a boat, and have sufficient visual and auditory ability to do so. Certification requires completion of all requirements as prescribed for each level; specific USPS courses, specific USPS or non-USPS seminars, specific skills demonstrations (some on the water).

**OPTIONAL ENDORSEMENTS.** These can be added at any level but the requirements may be different at different levels.

**CAN** – Canadian rules and navigation aids

**IW** – Inland waterways; locks, dams, river currents, canals, etc.

**PWC** – operating a jet ski or personal watercraft

**SB** – operating a sailboard or windsurfer

**WS** – towing a water skier

**EURO** – European rules and navigation aids (CEVNI)

**PD** – Paddling a canoe or kayak

**SA** – operating a sailboat

**TR** – trailering a boat

Respectfully Submitted,

Robert P. David

Robert P. David, Past President  
Director, International Relations