



WATER SAFETY JOURNAL

February 2010 • Vol. 26, No. 1

Newsletter of the National Water Safety Congress

Beyond BOOT CAMP USA[®] Rescue, Recover, Rewarm

IBWSS 2010 BREAKING NEWS:

The HOTEL room rate (single or double) is **NO LONGER \$125.00** as printed in the registration brochure and the web sites.

Per diem has CHANGED and the room rate is

NOW \$111.00

plus taxes.

THIS IS PER DIEM RATE!!

The deadline for this rate, however, has not changed. **February 26, 2010 is the last day for special hotel and registration pricing.**

You may secure your reservations at the Hilton Daytona Beach Oceanfront Resort directly by calling 386-254-8200. Be sure to say you are with the International Boating & Water Safety Summit when you are making your reservation to get the per diem rate. IBWSS registration information can be found on our website: www.watersafetycongress.org We encourage you to register early for this not-to-be-missed annual event!



The stage is set for Beyond Boot Camp USA.

Beyond Boot Camp: The 3R's Rescue, Recover, Rewarm was produced and filmed this past December in Fairport Harbor, Ohio. The first public viewing of this new real life training and education DVD will be in March at the 2010 International Boating and Water Safety Summit in Daytona Beach.



The Mentor Fire Dept. Dive Rescue Team "packages" Mario Vittono.



NWSC's Bob Ogoreuc with his student turned camper, Devin.

The National Water Safety Congress extends many thanks to the individuals and organizations whose participation made this project possible.



Metro Health Life Flight crew.

continued on page 7

Thank You!



is a proud sponsor of
the Water Safety Journal.



THE PRESIDENT'S REPORT

by Arlyn Hendricks

As I was contemplating what to put in this article I picked up a copy of the magazine that is published by the local lake association here at Kaw Lake which I manage in North Central Oklahoma. In it was an article titled, "I think we can make it" that caught my eye. The article was written by Jim Anderson, who is the lead ranger at Kaw Lake. Jim has been involved in the water-based recreation business for over 35 years and has vast water safety experience. With his permission I thought it would be appropriate to include a portion of his article here. While this was written about Kaw Lake, the principles are applicable to almost any body of water that is used for water-based recreation.

"I Think We Can Make It"

Since Kaw was impounded back in 1976, over thirty people have lost their lives in water-related accidents. The accidents investigations are difficult when there are no survivors to the incident. The exact cause of the accident may never be known for sure.

Sometimes there are survivors and we can know the sequence of events that led up to a tragedy. In these accidents there were a series of decisions made and actions taken, that either led up to survival or death. No matter how many steps there may be in the decision process, there is always a point in time, an instant, where the decision is made that either determines the survival or death of those involved. Someone determines "I think we can make it." To go or to stay put, to make that one last cast or to head for shore, to go check the lines or wait for the wind to calm down. What are you going to do? At least one-third of the victims that have lost their lives on Kaw Lake were at that critical point in time and determined, "I think we can make it." The only problem is; they were dead wrong.

There are risks everyday in our lives. We put ourselves at risk every time we leave our homes, drive our cars or operate our boats. The fact is there are even more risks when we are in, on or around the water. The decisions we make become much more critical when we are on the water. The water is a double killer. It can keep us from consuming life-giving oxygen and it can suck the life sustaining warmth from our bodies. If there is any doubt whether you should go or not go in any situation around the water, don't. Don't take the chance, it's not worth it. If you have to ask, "is it too rough to go out?" ... it is. "Do we have enough gas?" ... you don't. "Can we get one more round of skiing in before the storm hits?" ... you can't.

So what can you do to minimize the risks of being on the water? Well, in words of Mr. George Strait, "you've got to have an ace in the hole". That ace is your life jacket. Your life jacket may be the edge you need to survive a water-related accident. But, that life jacket, that ace, can't help you if you don't have it on. If you are in the water and your life jacket is lying on the bottom of the boat or floating away from you after you have both been ejected from the boat that ace turns into a deuce. WEAR YOUR LIFE JACKET.

Jim continued in his article to mention tips to survive cold water emersion, writes about alcohol and how it can cloud your judgment, and about watching the weather and the need to plan accordingly. This is all good advice from someone that during his career has seen more than his share of tragedies that resulted from "I think we can make it."

I look forward to seeing many of you at the 14th annual International Boating and Water Safety Summit in Daytona Beach, Florida, the last four days of March. I believe that those that attend will find the Summit to be a good investment of your time.

Mark Your Calendars!

MARCH 28-31, 2010
2010 International Boating and Water Safety Summit (IBWSS)*

Daytona Beach, Florida

SIGN UP NOW!

Pre-IBWSS Classes: Personal Watercraft, First Responders, Cold Water Immersion

March 25-26, 2010

Pre-registration required.

NWSC General Membership Meeting and Election

Sunday, March 28, 2010 • 3:30 p.m. at the Summit

You must be a NWSC member in good standing to vote.

* Go to www.watersafetycongress.org for more information.

National Drowning Prevention Alliance Annual Symposium

April 26-27, 2010

Sheraton Station Square, Pittsburgh, PA

For additional information contact

www.ndpa.org

NASBLA Annual Conference

September 11-15, 2010

Honolulu, Hawaii www.nasbla.org

WATER SAFETY JOURNAL

Vol. 26, No. 1 February 2010

A publication of the National Water Safety Congress, a tax-exempt, nonprofit, public service organization dedicated to water safety.

President	Arlyn Hendricks
Executive Vice President	Gary Owen
Treasurer	Bob Ogoreuc
Secretary	Brenda Warren
Executive Director	Cecilia Duer
Chief Financial Officer	Louise Smith
WSJ Editor	Donna Angus

The *Water Safety Journal* is produced three times yearly by the National Water Safety Congress, P.O. Box 1632, Mentor, OH 44061. Phone (440) 209-9805

Send address changes to journal@watersafetycongress.org

START YOUR ENGINES and GET REVVED!

Make it to the Winners' Circle by registering NOW for the 14th Annual International Boating and Water Safety Summit, Daytona Beach, Florida! The deadline for discounted registration and hotel reservations at the special Summit rate is February 26, 2010.

SUNDAY March 28 THRU WEDNESDAY March 31

The 2010 Summit will kick off the evening of March 28 with the **Opening Reception** to honor our exhibitors and to offer networking opportunities. Monday's schedule is packed full with **general session presentations** from a variety of water and boating safety organizations. Tuesday and Wednesday offers **classroom and hands-on, in/on the water breakout sessions** geared toward six different educational tracks. The closing **Awards Banquet** is not to be missed – *Don't forget to bring your entries for the annual print, video and radio PSA Contest!*



Hilton Daytona Beach Oceanfront Resort

Living Proof

by John Wargo

JANUARY 13, 2010

I felt cold the first minute I was in the water and I was thinking 1-10-1.

Then I was so focused on rescuing myself I really don't remember feeling cold except for my hands. I inflated my inflatable life jacket but I did not put it over my head. I knew I had to get my belly up on top of the ice and the inflatable life jacket would make that harder.

I used my ice picks to try to get up on top of the ice. However the ice kept breaking. I had big army surplus "mittens" on and I took them off at about the 15 minute mark. That proved to be a big mistake because my hands were no longer protected. I must not have been thinking clearly at that time mark.

I broke ice for about 75' before Paul Cunningham threw me a rescue bag rope. Together with Paul pulling and me working the ice picks I was able to get up on top of the ice. I rolled away from the thin ice several yards before I tried

to stand up. I still did not feel cold except for my hands after I was rescued at the 30 minute mark. I saw my hands and they appeared to be badly cut up.

I was able to walk 400 yards to the EMS squad but I was unable to step up into the squad. I think my body was numb. The minute I laid down in the EMS Squad I started shaking violently and my breathing was very rapid. This shaking lasted for about 2 hours. The hospital was not able to run a heart EKG monitor until I stopped shaking.

My hands were severely swollen the next day and I couldn't bend my fingers. This swelling lasted for another 24 hours. It took me a couple of days to feel OK and I had a little mental confusion for a couple of days. The hospital, St. Anns, did a great job in treating me for hypothermia and in checking blood enzymes the three days I was in the hospital. I'm



This photo was taken by the WBNS TV 10 News helicopter.

slowly getting feeling back in my fingers and they still have a tingling sensations on the finger tips. It will be another week before I can fully bend my fingers and make a fist. The cuts and scrapes on my hands are healing quickly.

I plan to ice sail again however we will only go when we have 6" of ice. We also plan to have a small flat bottom dingy on the ice so we can use it for a rescue. I have shared the 1-10-1 video with all members of Alum Creek Sailing Association.

Life Jacket Validation Research Project for USCG

In 2005, the National Boating Safety Advisory Council (NBSAC) recommended the creation of a strategic plan for the National Recreation Boating Safety Program. One of the objectives of the Strategic Plan is to increase the observed life jacket wear-rate of adults in open motorboats.

“Calendar year 2008 marked the eleventh year of life jacket wear rate data collection efforts conducted by JSI (an independent contractor hired by the United States Coast Guard Office of Auxiliary and Boating Safety). The eleven years of data allow for a higher level of analysis in order to unmask potential trends and indicators of increased or decreased life jacket wear among different groups of recreational boaters. Overall, examining all groups of recreational boaters together, the average life jacket wear rate for 2008 was 22.6%, essentially the same as previous years, 2008 presented no dramatic or significant changes in the life jacket wear rates compared to previous years of observation.”

— JSI Report 2008

In November 2008, during the National Boating Safety Advisory Council's (NBSAC) 82nd meeting, there was an action item discussed and passed directly relating to the manner in which the life jacket wear rate study should be accomplished. The members of BASC decided and resolved (Resolution 2008-82-04) to strongly urge the Coast Guard to study

life jacket wear from the water as opposed to only from the shore line as was the practice of JSI. They felt this would increase their confidence level in the JSI report findings.

“At this time (2009) the United States Army Corps of Engineers (USACE) has set into effect, this year, a mandate for life jacket wear on their properties including and in particular four lakes in Mississippi.” The National Water Safety Congress (NWSC) proposed that this was an excellent and opportune time to accomplish a Wear Rate Validation Study from the water in that region.

“The purpose of the research project was to collect life jacket wear rate data ... on behalf of the USCG Office of Auxiliary and Boating Safety.”

The purpose of the research project was to collect life jacket wear rate data on the four United States Corps of Engineers Vicksburg District reservoirs in North Mississippi, on behalf of the United States Coast Guard Office of Auxiliary and Boating Safety.

The project was presumed, in advance, to act as a validation of the National life jacket wear rate study being done at the same time at the same locations by JSI. The methodology was designed to compare the wear rates between boat-based

observations by the NWSC and land-based performed by JSI. This methodology allowed context (same locations) and concurrent (observing same times) validity to occur. A relationship was developed between the NWSC and JSI, and the NWSC contracted team under the guidance of Kim Beason.

The close relationship made coordination and planning much simpler as several changes were made in JSI schedules throughout the project initially submitted by JSI. Caveat: Even though the JSI teams and Beason/NWSC teams interacted throughout the project at no time was data shared or compromised. Research protocols, ethical responsibility, and issues of reliability and validity were observed at all times.

The Beason team provided binoculars; to perform accurate and valid data collection from a moving vessel an internally stabilized binocular was a must. The team also provided their own GPS system to record coordinates to use to determine the location of observations. GPS coordinates were the best method to determine the distance from JSI observations and to determine boater concentrations on the lakes. Care was taken to accurately record the location of the boats observed. Social beaches, travel pathways, entry points, and fishing spots became the focus areas for observations.

Most observation days occurred simultaneously with JSI. The Beason/NWSC team was present for all scheduled observations except on 2 occasions when small craft warnings were posted. On all days that JSI was present at least visual contact was made with the teams.

The NWSC validation project involved unobtrusive observation and data collection, from a boat. Each person involved in data collection was trained in the research methodology used by JSI Consultants thus insuring that the data will be comparable, reliable and valid. There were two observation forms designed by JSI. The forms, identical to the JSI forms, were used during every observation.

As a follow on to the NBSAC action item, and with the United States Army Corps of Engineers mandating wear on their Mississippi lakes this summer, and JSI having a study in place and ready to start on July 4th, the NWSC placed

continued on page 6

Connecticut PFD Requirements

by John Annino

In 2009 the Connecticut legislature passed a bill that would adopt federal laws dealing with safety equipment and lighting ‘by reference’. In years past, getting federal law into our regulations was a lengthy process that could take a few years. With this new process, when the federal government passes a law dealing with these two topics, Connecticut law changes to mirror it automatically.

This does make life easier and also comes with some pitfalls. Connecticut has a very good law that requires anyone in a manually propelled vessel to wear a PFD from October 1st until May 31st. These are considered to be the ‘cold water months’. The possibility of being rescued quickly is not always possible because there are less people on the water to render assistance.

There are many rowing teams and clubs that practice throughout the year and start competition in the early spring. The federal law (33 CFR sect. 175.17(c)) exempts these vessels and their occupants from the PFD requirement, which renders Connecticut’s law ineffective in these cases. There is a provision that allows a state to require more than the federal law calls for in the case of ‘uniquely hazardous conditions’ but this must be established by the Secretary (46 U.S.C. section 4306). Connecticut was looking to the US Coast Guard Office of Boating Safety for a ruling that ‘cold water’ would constitute such a condition. As of this writing correspondence between the State of Connecticut and the Office of Boating Safety are ongoing.

Icy Water Safety Message

by Phil Petersen, Iowa Great Lakes Water Safety Council

We don't see boaters on the Iowa Great Lakes boat ramps after the lakes became frozen in early December. But that doesn't mean there isn't any activity. In the winter the boat ramps are used by ice fisherman and snowmobilers as their access point to our lakes of more than 12,000 acres.

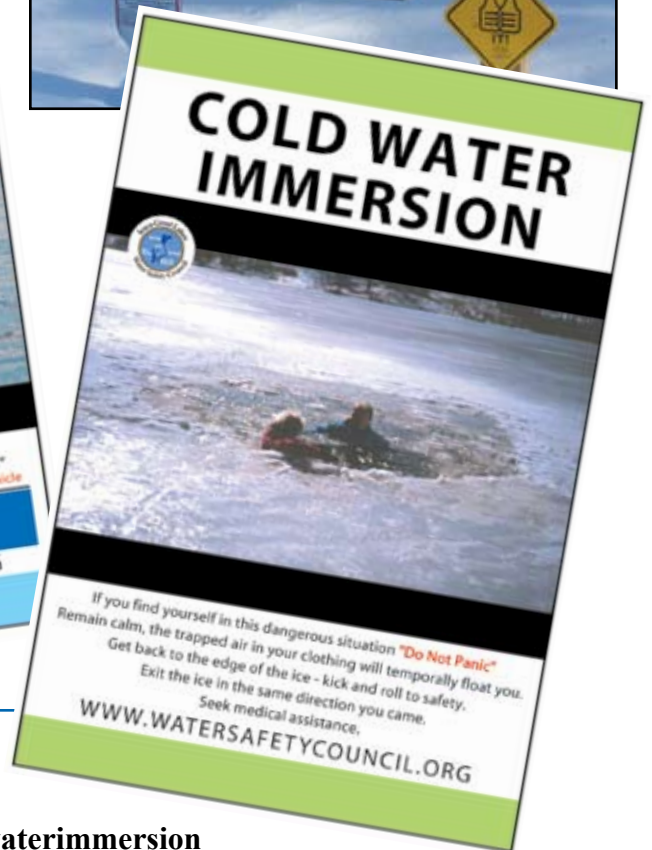
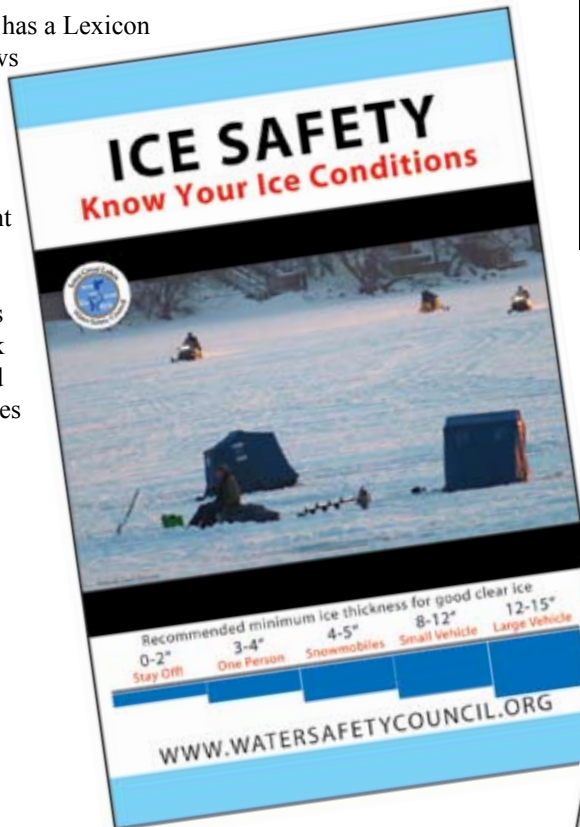
As a result the Iowa Great Lakes Water Safety Council changes our water safety and fighting Aquatic Invasive Species posters to a message of ice safety and cold water survival. The first poster titled **Ice Safety – Know Your Ice Conditions** explains the ice thickness required for a person, snowmobile, or a vehicle. The second poster on **Cold Water Immersion** explains what to do if a person breaks through the ice. Only the Ice Safety poster is used at the seven boat ramp kiosks.

The poster housing has a Lexicon viewing area that allows us to change the posters as our needs change. At a public area on Preservation Plaza in the amusement park we have room for both posters. Once the ice leaves the lakes in April we revert back to our water safety and fighting invasive species posters.



Plaza Kiosk with both Cold Weather Posters.

Boat Ramp Kiosk with Ice Safety Poster.



For more cold water immersion information and details on the poster wording visit the Iowa Great Lakes Water Safety Council website www.watersafetycouncil.org/coldwaterimmersion

Validation

continued from page 4

under contract for this project Kim Beason, Associate Professor and Coordinator, Park and Recreation Management, University of Mississippi, who has many years of observational training background.

The “Mandatory Wear” was established by the USACE under these guidelines:

The United States Army Corps of Engineers has mandated life jacket wear to include the Lakes in Mississippi; Enid, Sardis, Granada, and Arkabutla.

Resources: By Phil West

Four state lakes to mandate life vests

Sunday, February 22, 2009

JACKSON -- *Water sports enthusiasts and some swimmers will be required to wear life jackets for at least the next three years on four North Mississippi lakes under a Corps of Engineers program.*

The Corps of Engineers wants to test whether increased use of life jackets will result in fewer drownings and other water-related fatalities. The program starts May 22 on Arkabutla Lake, Sardis Lake, Enid Lake and Granada Lake.

State Rep. Noal Akins, D-Oxford, said he expects the new policy will not be popular with some people who use the lakes. “This is not a policy of the Mississippi Department of Wildlife, Fisheries and Parks,” said Akins, whose district is near Sardis Lake. Corps of Engineers data shows that water-related fatalities usually involve people swimming outside designated areas and accidents involving personal watercraft and smaller boats, those less than 26 feet long.

The new policy requires that all people wear life jackets in boats up to 26 feet long, but jackets can be removed when boats 16 to 26 feet long are not under way. Boaters and passengers in all smaller boats, including canoes and kayaks, must wear life jackets at all times.

Swimmers who are outside designated swimming areas on the lakes must wear life jackets as well as kayakers, canoeists and anyone in a nonpowered vessel.

Park managers will be allowed to grant waivers for special cases such as triathalons.

Nationwide, Corps of Engineers statistics show that in 92 percent of water-related deaths, the victims were not wearing life jackets.

“Our statistics in Mississippi mirror those very well,” said Jim Spencer,

chief of the project resource management branch for the Corps of Engineers Vicksburg district.

About 160 people have died on Sardis Lake since it was impounded, and about 80 have died on Enid, Arkabutla and Granada lakes, according to Corps of Engineers figures.

About 22 percent of people using Corps of Engineers lakes nationwide voluntarily wear life jackets. Of that number, 16 percent wear the jackets due to state law, Spencer said.

“We’re looking outside the box now and other places to improve the health and safety at the lakes,” he said.

Officials in the Vicksburg office volunteered the Mississippi lakes for the pilot program, the second in the nation. The Corps of Engineers in Pittsburgh was the first to try the program.

Spencer said Corps of Engineers rangers are hearing positive and negative feedback about the requirement.

Mississippi law requires life jackets for personal watercraft riders, often called Jet Skis, and all boaters under 12.

While this has not been attempted in the past, the NWSC expected to see that there is consistency with the JSI Wear Rate study when observations are made from the water, in particular on a lake with mandated wear.

During the period of time between the first NWSC / Beason team boat based observations on July 4, 2009 through September 26, 2009 1445 boats were observed over 24 observation days and approximately 4034 boaters were observed. Over 113 hours were recorded by Beason / NWSC Team observers, accounting for 226 man-hours and over 700 lake miles which were logged.

Number of Boats and People

There were 1,006 open motor boats observed, 313 pontoon boats observed, 17 sailboats observed, 108 personal watercraft observed, and 1 paddlecraft observed.

The overall wear rate for boaters observed is 61.4% including PWCs in 2009 for this Mississippi boat-based observation study only.

4,019 persons observed and categorized by age:

1,050 Youth under the age of 18

2,886 adults between the ages of 18-64 observed

83 adults observed over the age of 65

Of the total 4,034 persons observed

and recorded wearing or not wearing, 2466 WERE wearing and 1568 were NOT wearing. This accounts for 61.4% of the total number of persons, recorded and observed from a boat based observation point, wearing their life jackets.

There were 1,445 boats observed over 24 observation days and approximately 4,034 boaters were observed. 226 man hours and 700 miles of lakes were included in the observation study.

Types of Boats

There were the following boats observed:

1,006 Open Motor boats

313 Pontoon Boats

0 Cabin Cruisers

17 Sailboats

108 Personal Watercraft

1 Paddlecraft

Length of Boats

There were the following boats observed:

260 Under 16 feet in length

775 Between 16 and 20 feet in length

274 Between 21 and 25 feet in length

8 Between 26 and 45 feet in length

Observations by Kim Beason:

- There were significant differences in wear rates among the lakes
- There were significant differences in wear rates between weekdays and weekends. About a 20% decrease in wear occurred on Fridays when no law enforcement was scheduled. Boaters know when patrols occur and there were no patrols scheduled on Fridays.
- One area lake drowning was from a 15ft vessel with fishermen not wearing- according to United States Corps of Engineers (USACE) regulations.
- There was a dramatic increase in wear rates due to the USACE regulations on all lakes
- Fishermen wore their life jackets until they fished, in accordance with life jacket regulations for wear. However, many fishermen under way trolling did not wear life jackets
- Many boaters would hurry into their vests when they thought they were observed. Many did this as they headed to the JSI observation points as they were close to closely supervised USACE sites.

In Summary

Life jacket use over all rates observed from boat based observation points were

continued on page 7

Boot Camp

continued from page 1

Special thank yous go out to Campers: Mario Vittone (USCG); Devin Frank (Slippery Rock University); Randy Feesler, Walt Hodgkiss and Maggie Brown (Officers, ODNR Watercraft); Dana Kirk (USCG Aux and SOA); and Zach Whitely (USCG Fairport).

NWSC also gives thanks to: Mentor Fire Dive Rescue Team; USCG & Aux. Fairport; Dr. Cunningham (Lake Health); Ohio DNR-Division of Watercraft; Gary Owen (Iowa DNR); Metro Health; Barbara Byers (LifeSaving Society); Jeremy Oyen (American Canoe Assoc.); rescue swimmer Brian Davidson (NWSC Region 1 VP); Ted Rankine, Alan MacPherson and staff (Play Safe Productions); Dr. Gordon Giesbrecht and staff; and the NWSC staff and volunteers.



Barbara Byers offers a warm welcome on a cold December day in Fairport.



The NWSC, ACA and ODNR work together to send a different kind of safety message.



Ohio DNR Watercraft



Mentor Fire Dept. Dive Rescue Team



Gary Owen and Jeremy Oyen watch over the volunteer "victims."



MFD Dive Rescue continues the education scenario in the ambulance.



Randy Feesler and Dana Kirk are all smiles for the "Rewarm" step. (See Randy also in far left photo.)

Photos courtesy of Cecilia Duer and Donna Angus.

Validation

continued from page 6

less than, according to a verbal accounting from JSI sources, observed from land based observation points. The difference is estimated to be 9% different than initially reported JSI observations of 70%. While this difference occurred many boaters not wearing were within the regulation parameters set by the United States Corps of Engineers (USACE). We believe that voluntary use increased because the boaters were cognizant of the regulation and lakes with active enforcement.

Therefore, the USACE mandatory life jacket regulation increased wear rates significantly over years before the

regulation. Wear rate usage should be monitored over the final two years to determine if boaters continue to adhere to the regulations.

Life jackets save lives. Mandatory wear regulations may increase usage but when boaters perceive that the regulation enforcement is lax, they may decrease their use. Education of and requirements on the water should remain a high priority, and this did increase the boater knowledge of the requirement.

The National Water Safety Congress will request additional grant funding to continue to observe from the water in direct correlation with the dates and times of the organization making the land-based observations for the National Wear Rate

study. It is our desire to not only validate the national study but to increase the opportunity to determine the needs of the boater regarding the issues of life jacket wear. We also wish to determine those factors that influence the boater to wear the life jacket.

Thank you to the United States Coast Office of Auxiliary and Boating Safety for the opportunity to observe and validate the National study, and in particular for the opportunity to make the observations from the water in an effort to validate the study on behalf of the wishes of the National Boating Safety Advisory Council.

Southwestern States Working Together to Forward Water and Boating Safety

With spring approaching quickly, representatives from Arizona, California and Nevada have initiated meetings to plan their upcoming Tri-State Boating Safety Fair scheduled for May 22 at Lake Havasu, Arizona's London Bridge Beach from 10:00 am to 2:00 pm. Featuring information on water and boating safety, a life jacket trade in, media information and other activities this event is now in its fifth year. Along with the main event near the London Bridge, boating and water safety information and other safety items will be distributed along the entire stretch of the Colorado River from Yuma, Arizona, to Lake Powell near Page, Arizona, at every launch ramp in Arizona, California, and Nevada.

Colorado River Law Enforcement Association Meeting Huge Success

The Colorado River Law Enforcement Association (CRLEA) concluded their annual training conference January 20, 2010, with record attendance numbers. Over 200 commissioned law enforcement officers from some 18 different agencies gathered in Laughlin, Nevada, for two days to participate in meetings, workshops and presentations such as A Prosecutor's Viewpoint, NASBLA's Navigation Rules for Marine Law Enforcement Officers and Forensic Accident Photography. Other presentations addressed current hot topics, an update on area gangs, and search and rescue techniques presented by the staff of the Coast Guard's Marine Patrol Officer's Course.

With reports on boating safety programs from each state's boating law administrator, the principal speaker was Admiral Joseph Castillo, U.S. Coast Guard District 11 Commanding Officer.

Who's Who in Water Safety: Awards and Recognition



King and Duer Honored "Boater of the Year" by the Lake Erie Safe Boating Council

Emily King, ODNR (retired), and **Cecilia Duer**, NWSC/Spirit of America, were both recognized as "Boater of the Year" on Jan. 20 at the 2010 Mid-America Boat & Fishing Show in Cleveland, Ohio. Emily and Cecilia each received a plaque stating "In recognition of extraordinary dedication and leadership in education the boating community."

Congratulations to these dedicated women in receiving this award!

Bob Ogoreuc Named in Aquatics International's Power 25 List

It's a crucial moment for aquatics. Here's a look at who's changing the game, for good!

By Kendra Kozen | February 2010

"In this, our 5th Annual Power 25 issue, we've highlighted 25 individuals and several companies that are forging the path toward tomorrow. From producing groundbreaking research to changing safety standards, these industry leaders are pushing the envelope and striving to reinvent aquatics."

Bob Ogoreuc first read the quote about three types of individuals as a young swimmer and since then, he's made it his mission to live life as one of the latter. From coaching to lifeguarding and drowning prevention advocacy, as an aquatics professional, Ogoreuc has done it all. But first and foremost, he is an educator. An assistant professor in the Physical Education Department at Slippery Rock (Pa.) University, he was a leader in shaping one of academia's strongest formal aquatics programs. Today, he remains committed to helping train the next generation of industry leaders.

Go to www.aquaticsintl.com/2010/feb/1002p_ogoreuc.html for more of Bob's story.

Thank you, Bob, for looking to the future!

NWSC Awards and Grant Recipients

Submitted nominations for the **NWSC Awards** have been reviewed by the Awards Committee and winners have been chosen. The awards will be announced at the 2010 International Boating and Water Safety Summit this March in Daytona Beach, Florida.

Seventy-six **grass roots grants** applications were received, requesting over \$120,000.00 in funding. All applications are currently being reviewed.

See the next issue of the *Water Safety Journal* and our website for details about grant and award winners.



It's not too late to become a member!!!

Expand your influence through NWSC membership!

Please visit us on line for your application to become a member of the NWSC today! Applications can be downloaded, printed and sent to our office, or join directly through the web site.