



California Surf Lifesaving Association

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Southwest Region - United States Lifesaving Association

P0 Box 366 - Huntington Beach, California 92648

World Wide Web: www.cslsa.org

Beuerlein, Mike

Robert C. McGowan
President

From: Humphreys, Bill [HumphreysB@san-clemente.org] **Sent:** Wednesday, October 13, 2004 4:09 PM

Vincent N. Lombardi III
Vice President

To: mbeuerlein@surfcity-hb.org

Michael A. Beuerlein
Secretary

Cc: Boisseranc, Kade

Subject: FW: National Personal Watercraft Rescue Guidelines

Robert E. Williams
Treasurer

Mike,

Following is the email I sent to Ralph Goto regarding the proposed Watercraft Guidelines. If you or Kade could bring this up at the CSLSA meeting on our behalf, we would appreciate it.

Robert A. Moore
Past President/Advisor

Thank you.

Christopher R. Graham
Recurrent Representative

Bill

Don C. Rohrer
1st Executive Delegate

*Bill Humphreys
Marine Safety Chief
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Michael S. Bartlett
2nd Executive Delegate

Charlotte M. Graham
Executive Delegate (Alternate)

From: Humphreys, Bill
Sent: Tuesday, October 05, 2004 10:42 AM
To: 'rgoto@co.honolulu.hi.us'
Subject: National Personal Watercraft Rescue Guidelines

Ralph,

I am writing in regards to the proposed National Personal Watercraft Rescue Guidelines. This is in addition to our other comments sent to you by Lt. Steve Lashbrook a few weeks ago.

First, we appreciate the time and effort you and others have put into this project - this is one more positive step in the advancement of our profession. There is one concern, however, that we have regarding the inclusion of the requirement that all PWC operators complete the US Coast Guard Auxiliary Course in Boating Safety and Seamanship (BS&S). This is a course that has not been required as part of our P.O.S.T. certified PWC training in Orange County, CA, and we presume that this is not required in many other areas in California. For example, four of our lifeguards are currently enrolled in San Diego's regional lifeguard academy for PWC training, which does not include the BS&S course as a prerequisite.

Our specific concerns are as follows:

1. The requirement for the course is unnecessary for most ocean rescue situations utilizing a PWC in the surf zone. Operating a full-sized boat would be different of course. We do not operate in or around harbors and rarely around other boats. Our PWC operation consists primarily of surf rescue support, not boat rescues. Training hours should be somewhat in proportion to this. As the USLA recommendation stands now, PWC operator training is 20 hours of on-craft training and 22 hours of BS&S as will be described in the next point (42 hours total, not including PWC classroom time- with the slight majority of the time in the BS&S course). Note: Perhaps the BS&S course is less than 22 hours elsewhere? According to our local Coast Guard Auxiliary, the course held in Newport Beach (Corona Del Mar) is 22 hours.

2. There are alternative methods of learning boating safety rules and laws that are not nearly as costly. For example, the cost would be over \$6,200 for time and materials for our department to put our 1 I trained PWC operators through the 22 hour course. This is in addition to actual PWC training. If hours are to be added, time on the craft is a far better use of our limited training budget.

3. Adding an additional 22 hours of training to PWC training will severely limit the number of part time employees that we can afford (financially and time-wise) to certify. Additionally, this course is only offered a few times each year in our area, which will limit who can take the course - especially part time lifeguards who work full time in the summer and go to college in the off season.

To summarize, we and many other agencies have been safely operating PWC's and making hundreds of ocean rescues without this supplemental course requirement. Alternative generic requirements such as: "Knowledge and understanding of boating laws and safety is required" or even a shorter course such as the Coast Guard Auxiliary Course titled "Boating Safely" (which is an 8 hour course offered monthly), could be substituted for the longer BS&S course. Adding an unfunded mandate that adds an additional \$6,000 of training and time costs/constraints to an already taxed budget, possibly will deter agencies from obtaining or maintaining USLA certification, or may limit the number of operators that agencies can certify.

Thank you.

Bill Humphreys

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Beuerlein, Mike

From: Humphreys, Bill [HumphreysB@san-clemente.org]

Sent: Wednesday, October 13, 2004 5:01 PM

To: mbeuerlein@surfcity-hb.org

Subject: FW: National Personal Watercraft Rescue Guidelines Mike,

Following is the response I received from Ralph regarding my email. Below that, are the comments Steve sent to Ralph (copied from a Word document). I don't have a copy of any replies Ralph sent to Steve.

