

# ANCHORLINE



NEWSLETTER OF THE NATIONAL SAFE BOATING COUNCIL 2004 VOLUME 5 Issue 3

## COUNCIL PRESENTS AND RECEIVES AWARDS

At the September 2004 National Association of State Boating Law Administrators (NASBLA) Annual Conference held in Chattanooga, Tennessee, several awards were presented to or by members of the National Safe Boating Council. Please join us in congratulating these individuals for their outstanding service.



William Griswold, Past Chair of the National Safe Boating Council, made the presentation to Richard Snyder as one of the 2004 recipients of the NSBC Boating Safety Hall of Fame for his exemplary leadership and outstanding service on behalf of boating safety.

Ed Carter, Chairman of the National Safe Boating Council, presented William Griswold, the outgoing chairman of the National Safe Boating Council, with a bronze eagle for his tireless efforts on behalf of the NSBC and boating safety. NSBC Vice Chair, Ruth Wood, looks on.



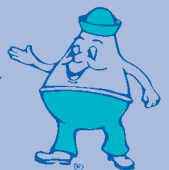
Fred Messmann, outgoing president of NASBLA, received the 1851 Navy Colt for leadership from the National Safe Boating Council. The NSBC recognizes the outgoing president of NASBLA for his service and leadership.



The President's Special Awards:  
NASBLA President Fred Messmann was very pleased to recognize two National Safe Boating Council members for their contributions to boating safety and NASBLA. Virgil Chambers, Executive Director of the National Safe Boating Council, is shown at left receiving his award. The other individual was Ed Carter, Chairman of the National Safe Boating Council and BLA for Tennessee.

## SAFE AND EFFECTIVE BOAT CONTROL

**T**ight-quarters boat handling is an important skill a boater acquires through practice and understanding of the boat's operation. Bringing a boat into the dock without banging the pier, wharf or another boat is not hard if you do it with understanding of what each action you take does to the craft. First, approach with caution, SLOWLY. Remember that the slower you are moving, the slower you make mistakes. You know that boats do not have brakes. A change in the forward motion of the craft is accomplished by reversing the throttle. Approaching the dock slowly makes sense, not only because of the need to suddenly reverse the engine to stop, but also because a fast approach will create a wake that you will be responsible for. A wake will result in your boat bouncing around as well as the other boats at the dock bouncing. There is a balance between too much throttle and not enough to have control of your craft. As you become experienced with your boat, you will find that point of minimum throttle and good maneuverability.



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