

REPORTS

BOAT/U.S.



Volume XXXI
January 1996

BOAT OWNERS ASSOCIATION of THE UNITED STATES

BOAT/U.S. Marina Program Launched



BOAT/U.S. members can reap discounts at marinas such as Lincoln Harbor on the Hudson River.

At either locking in your home port or pulling into an unfamiliar marina while on vacation, keep an eye out for the BOAT/U.S. Cooperating Marina sign. It's the official symbol of a new, money-saving program exclusively for BOAT/U.S. members that is just now getting underway.

Marinas selected by the Association to participate in the BOAT/U.S. Cooperating Marina Program will welcome the BOAT/U.S. membership card with

exclusive discounts on fuel, transient dockage, repairs, dining and shoreside lodging. Anyone who has embarked on long distance travel in a boat knows how fast these expenses can add up. The member discounts will vary by marina, but may include some or all of the following:

- 10 cents off each gallon of fuel;
- 25% off transient slips;
- 15% off repairs;
- 10% off ship's store purchases.

(continued on page 4)

Boating Agenda Riding a Wave



As the first session of the 105th Congress grinds to a close, almost everything on the Association's legislative agenda is nearing final approval, but a year's effort could be sunk at the last minute if the White House and Congress fail to agree on a multi-year budget plan.

As this issue of *BOAT/U.S. Reports* goes to press, the legislative fix is in for diesel boat owners, VHF radio operators, nautical chart users and everyone who pays the federal tax on motorboat fuel.

The 24.4 cents per gallon tax on diesel fuel used only by recreational boat owners will be suspended from January 1, 1996 to June 30, 1997 if the White House and Congress ultimately agree on a budget that includes the tax provisions approved by the House and Senate.

VHF radio operators who saw their "user fees" go from \$115 to \$75 this year -- under pressure from Congress -- could see the entire fee eliminated if a major telecommunications bill passed by Congress is approved by the President.

Nautical chart users who have suffered through years of declining chart production can look forward to an upswing in new editions and bet-

ter quality if legislation passed by Congress is signed into law by the President.

And every boater using a gasoline engine who contributes part of the more than \$100 million in federal fuel taxes collected each year will find that more money will be returned to the states for boating safety, education and law enforcement programs if House Republicans agree with their Senate counterparts that trust fund monies should be spent for their intended purposes.

"While that's a lot of 'ifs' to contemplate, the fact of the matter is that Congress has been responsive to the problems facing boat owners," said BOAT/U.S. Government Affairs Director Michael Sciulla. "Unlike many groups still pushing their bills through Congress, our legislation has overcome all of the hurdles on Capitol Hill," he noted.

Most of the issues pushed by BOAT/U.S. enjoy broad bipartisan support in Congress. "If some of our measures fail to cross the finish line it will be because we are part of much larger and more controversial legislative packages which have nothing to do with recreational boating," he noted.

Future of Marine Communications Here Today

What if your VHF radio could receive and store messages, provide "caller-ID", automatically issue a "mayday" with your exact location, store a reply and continue calling if you are disabled? It may sound like a space-age system on NASA's drawing boards, but it's not.

The technology is here and it's called Digital Selective Calling (DSC). While only a few high-end radios now include it as a feature, nearly all models of VHF marine radios are likely to have it before the end of this century.

What will bring Digital Selective Calling into the hands of the boating public is a major sea-change

in international marine communications. On Feb. 1, 1999, a new SOS system called Global Maritime Distress and Safety System (GMDSS) goes into effect. All ships of over 300 gross tons and passenger ships will be required to operate under this new system by an international treaty approved in 1988. Implementation of GMDSS began in 1992 and VHF Channel 70 is reserved exclusively for DSC safety and distress transmissions.

For those who fish or cruise offshore, these new developments will affect both "mayday" distress procedures and government sponsored search and rescue for ocean going vessels.

Digital Selective Calling could be a real lifesaver for a vessel in an emergency. The Coast Guard is hoping that DSC will take much of the "search" out of search and rescue. DSC, in its simplest terms, will be the equivalent of a "mayday button" on a VHF or single side-band radio. When pressed, it will automatically broadcast an encoded distress call that will be picked up by all nearby vessels. If the radio is interfaced with a Loran or GPS, it will also automatically broadcast the distressed vessel's position.



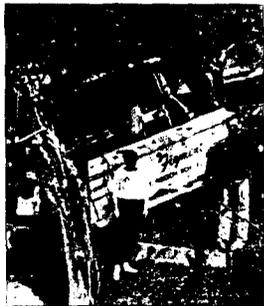
Radio purchasers need to know about future government plans.

Similar to the owner registration system now set up for 406 MHz EPIRBs, the radio user's name, address, phone number and emer-

(continued on page 4)

TANGLED LINE

During a year in which it seemed we had a "hurricane-of-the-week." Opal finally hit a target, devastating boats and homes along a stretch of the Gulf Coast. BOAT/U.S. Member **Wilbur Hugli** of Fort Walton Beach, FL, one of the hardest hit areas, located his 31-foot Sea Ray *Figment*



Figment lands three miles from home.

three miles from its berth and more than 50 feet inland. He was happy to find out that because of his BOAT/U.S. membership sticker in the window of his boat, another member secured the vessel for him and kept an eye on it for three days until the owner located her.

In other Opal aftermath, an insured member called in a damage claim on his Hunter 54 and was told BOAT/U.S. "would get somebody out" to salvage the boat from his neighbor's yard as soon as they could get to it. Needless to say, hundreds of similar calls were pouring in. By coincidence, several of the **BOAT/U.S. Catastrophe Team** were driving down the road shortly after this call and saw the

member waving his arms in the road. He ran up to the truck exclaiming, "You guys are great! I just called!" Since a barge and crane crew were already in the area, the team salvaged the member's boat then and there.

The biennial **Roiex International Women's Keelboat**

Championship held in Newport, RI, this fall was once again a great national showcase for women's competitive sailing. In the thick of the competition was **Margaret Podlieh**, Administrator of the BOAT/U.S. Clean Water Trust, who raced her J-24 *Harold and the Purple Crayon*. Margaret's crew finished the regatta in 11th place out of 38 teams.

Recreational Boaters of California (RBOC) has elected **Jim Clark** of Ventura as its new President for 1996. RBOC is an effective coalition of over 175 boating and yacht clubs throughout California with active representation before the state legislature in Sacramento. BOAT/U.S.

has a seat on the RBOC Board of Directors and the president of RBOC is a member of the BOAT/U.S. National Advisory Council.

Now that those of us in northern latitudes are in the thick of winter, we turn our daydreams to next spring and a fresh, new boating season. Launching the season will be **National Safe Boating Week**, set for May 18-24, the week leading up to Memorial Day weekend. This annual event, sponsored by the National Safe Boating Council in cooperation with the U.S. Coast Guard, will focus once again on trying to prevent the 600 deaths that occur each year when boaters and fishermen drown because they're not wearing life jackets. The theme, "*Life Jackets: They Float, You Don't*" will be promoted through media coverage, billboards, posters and local events organized by boating groups. To get on the mailing list for a campaign kit, contact NSBC at 606-244-8242.

Of the prime cruising grounds of the mid-Atlantic states, the **Chesapeake Bay** reigns supreme



BOAT/U.S. Member **Joan Keptford** of Monkton, MD, was "already planning a fishing trip to the Florida Keys when she was notified that she had won a top-of-the-line Penn rod and reel in a BOAT/U.S. drawing held at the U.S. Powerboat Show in Annapolis in October. BOAT/U.S. Executive Vice President **Bill Oakerson** presented Joan with her prize during her recent visit to the BOAT/U.S. Marine Center at Association Headquarters in Alexandria, VA.

among boating areas. To make a trip to the Bay even easier and more enjoyable, an informative, detailed public access guide and map is available free with over 500 listings of boat ramps, marinas, fishing piers, swimming beaches and trails. Published in a cooperative effort by Maryland, Virginia, Pennsylvania and the District of Columbia, single copies can be obtained by calling 800-662-CRIS.

MARINA PROGRAM, from page 1

As this issue of *BOAT/U.S. Reports* goes to press, 12 marinas from New Jersey to Florida have been accepted into the program (see the list below) and over 30 applications from other marinas across the country are under consideration.

Marinas will also benefit from the program. A marina directory for BOAT/U.S. members, boat show promotions and other plans are in the works to let members know which facilities are BOAT/U.S. Cooperating Marinas.

"Every day a customer comes through the door and takes advantage of the many benefits that the program has created," said Thomas Facca, marketing manager for Marina Resorts Group of Deltaville, VA, one of the first marinas to sign up. "The discount on transient slips has been very popular with BOAT/U.S. members and has had a positive impact on our transient business."

Marinas are selected for the program based on the quality and variety of the services and facilities available to members and what discounts they are able to offer.

"We look forward to the day in the not too distant future when BOAT/U.S. members will get exclusive discounts at hundreds of marinas nationwide," said Karen Moran, Program Administrator.

Members who know of a marina that may be a candidate for the program are encouraged to have the marina management contact Karen Moran at BOAT/U.S. Headquarters, (703) 823-9550, ext. 3528, for a marina application package.

BOAT/U.S. COOPERATING MARINAS AT PRESS TIME:

Bay Bridge Marina
Stevensville, MD
410-643-3162

All Seasons Marine
Marmora, NJ
609-390-1850

Lincoln Harbor Yacht Club
Weehauken, NJ
800-205-6987

Kings Plaza Marina
Brooklyn, NY
718-253-5434

The Pass Marina
Boca Grande, FL
941-964-2931

Oceanside Marina
Key West, FL
305-294-4676

Cape Marine
Cape Canaveral, FL
407-783-8410

Sunset Harbor Marina
Baltimore, MD
410-687-7290

Marina Resorts Group
- Club Broad Creek
- Club on Fishing Bay
- Club on Jackson Creek
- Club at Porpoise Cove
Deltaville, VA
804-776-6463

GLOBAL MARITIME from page 1

Agency contact will be on file either with the Federal Communications Commission (FCC) or the Coast Guard. Details of this registration system are still being worked out.

The skipper in distress will not need to stay on the radio, make voice contact or worry about getting through on a crowded frequency. DSC distress calls received by ships will be relayed to rescue stations on shore.

Of importance to recreational boaters, however, is the fact that if GMDSS implementation remains on schedule, ships will be allowed to stop monitoring Channel 16 as of Feb. 1, 1999, and, depending upon future funding, the Coast Guard could also eventually stop guarding Channel 16 offshore as well.

Since GMDSS was created for international shipping, the impact on recreational boaters was not originally part of the equation. Only in the past few years has attention shifted to possible safety problems for small craft.

In addition to concerns about the monitoring of Channel 16 offshore after 1999 is the issue of educating boaters about these future

changes. Very few vessel owners have yet heard of GMDSS or DSC.

The Coast Guard, which is implementing GMDSS in the United States, has requested that the FCC require VHF marine radios sold in the U.S. or imported to the U.S. for sale contain DSC capability beginning in 1997. While radio manufacturers do not particularly want new requirements that will raise the prices of radios, boating safety groups believe it's important that at least some models come with DSC capability.

Eventually, prices should drop as DSC becomes the standard radio technology for the 21st Century, similar to the price decreases that have favored the GPS receiver market in recent years.

Important to note, however, the DSC manufacturing standards drafted for U.S. radios exclude hand-held radios. Those using only a hand-held offshore should be aware of the changes in 1999. Boaters within U.S. territorial waters, however, should still be able to hail the bridge of another vessel on Channel 13, as the requirement that vessels over 20 meters guard this channel will remain in effect.

24-HOUR NATIONWIDE ROADSIDE SERVICE

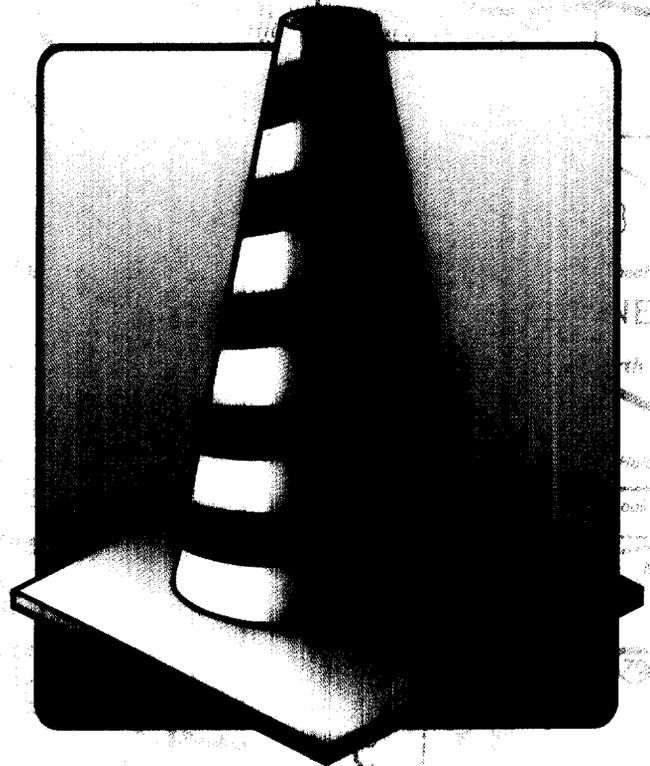
24-HOUR NATIONWIDE ROADSIDE SERVICE

Roadside Help Is Just A Call Away With Mr. Rescue.[®]

Roadside service is provided by
Road Rescue, Inc. dba MR. RESCUE, Inc.
MR. RESCUE is a registered trademark
of Road Rescue, Inc.

Cellular One is a registered service mark
of Cellular One Group.

©Washington/Baltimore Cellular
Limited Partnership. 1995.



CELLULARONE

Clearly Better.

CELLULARONE

Clearly Better.

Introducing Mr. Rescue: 24-Hour Nationwide Emergency Service, Right From Your Phone.

It's 10 p.m. It's dark. Your car won't start. You're alone on a deserted road with no help in sight. Until you pick up your phone and call the one name you can always trust for help, MR. RESCUE. The nationwide roadside emergency service exclusively for Cellular One customers.



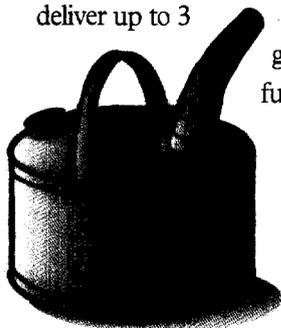
MR. RESCUE IS ON CALL, 24-HOURS A DAY, 7 DAYS A WEEK.

Just one call from any phone to 1-800-447-8500 or, in your local area, *HELP from your Cellular One phone (a free call), and MR. RESCUE will be there in a flash with emergency roadside service. Anywhere in the United States from Alaska to Hawaii, 24-hours a day, 7 days a week.

Whether you're stuck in traffic or stuck in the middle of nowhere, MR. RESCUE will call you, find you, and get you on your way again, in no time flat.

MR. RESCUE CAN PUT YOU ON THE ROAD TO RECOVERY.

Just think. If your fuel gauge is on empty, MR. RESCUE will deliver up to 3 gallons of gas or diesel fuel at no charge.



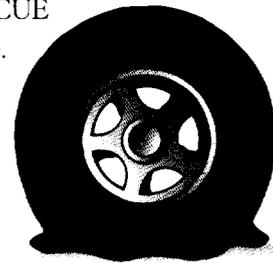
If you're flat out of luck, MR. RESCUE will change your flat with your spare tire.

If you're locked out, MR. RESCUE will let you in with key service up to \$50 per incident.*

Even if you need a tow, MR. RESCUE will locate a reliable one for you and will follow up to make sure the tow truck gets there.**

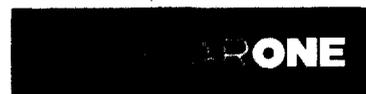
Jump starts are no problem with MR. RESCUE.

Whatever the problem, there's no stopping what MR. RESCUE can rescue you from.



HOW TO PUT MR. RESCUE TO WORK FOR YOU.

Just call *611 free from your cellular phone to sign up and in 24-hours, MR. RESCUE will be at your service. Day and night. Across the street. Or across the country. All for only \$2.00 a month. So, don't get stuck. Get going with MR. RESCUE from Cellular One. For more information, call **1-800-CELL-ONE**



Clearly Better.

*MR. RESCUE must be contacted directly for service.
**Tow expenses not paid by MR. RESCUE.

Cellular Positioning and Emergency Messaging Unit



CELLULAR POSITIONING AND EMERGENCY MESSAGING UNIT



There is only one company with a leadership position in both cellular and GPS technologies: Motorola. Using readily available AMPS cellular networks and Motorola's Cellular Positioning and Emergency Messaging Unit, integrators are now able to develop systems for both consumer and commercial applications requiring voice communication and positioning.

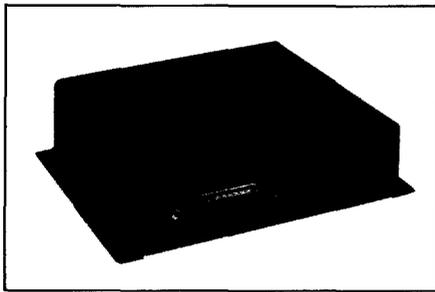
The Cellular Positioning and Emergency Messaging Unit offers the safety and reliability of simultaneous GPS positioning, status messaging and voice communication via standard cellular technology. Ideal for use in emergency situations, it features both hand-set and hands-free operation. Its add-on architecture allows the cellular phone to be used in a normal fashion in non-emergency situations. The flexible interfaces of the module enable the system integrator to connect a wide range of sensors and switches as system activators and various status indicators to provide driver feedback and data messaging. For increased reliability, it features battery conserving sleep modes as well as an interface to an optional auxiliary battery for emergency/security situations. Its dual GPS antenna ports provide redundancy and security in sensitive applications.

For roadside assistance, personal security response, stolen vehicle recovery, fleet management and other position-dependent services, this product offers the reliability and flexibility to meet your system requirements. Together with the responsive support and long-term commitment of Motorola, the Cellular Positioning and Emergency Messaging Unit becomes the quality choice.

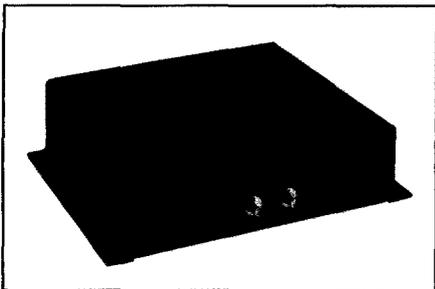




Cellular Positioning and Emergency Messaging Unit



Front



Back

Environmental Characteristics

Operating Temperature	-20C to +70C
Storage Temperature	-40C to +85C
Humidity	95% non-condensing +30C to +60C
Shock/Vibration	SAE Standard J1455 Mil-STD-810E method 514.4

Electrical Characteristics

Power Requirements	10 to 18VDC
Current Drain	Operating Mode: 400ma Idle Mode: 30ma
Provision for reserve battery for added security	

User Interfaces

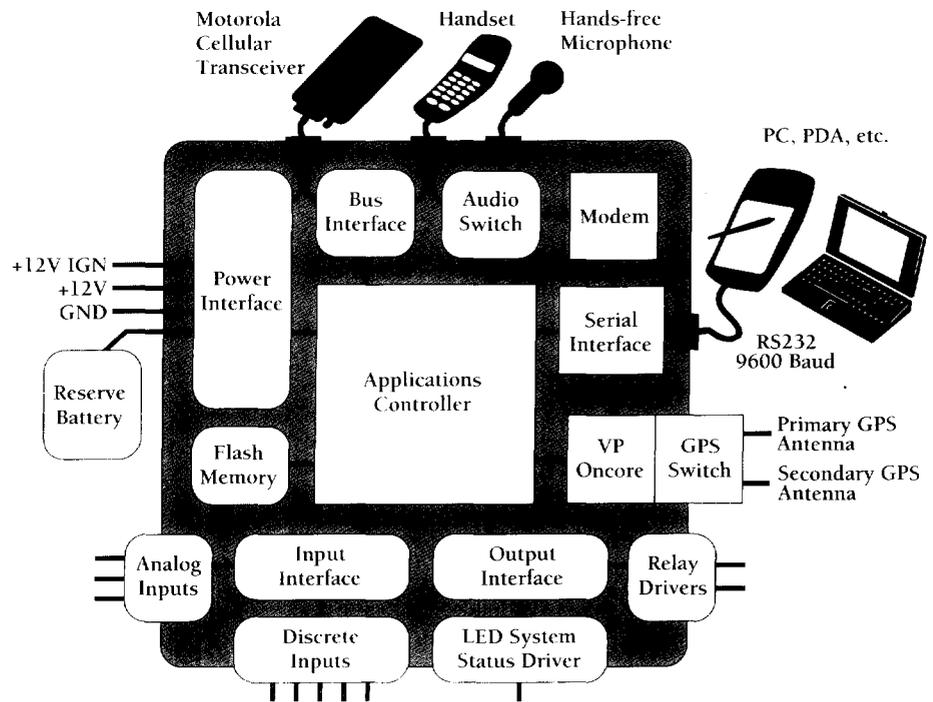
Serial Communications	RS-232 with RTS 9600 baud
Analog Inputs	3 (0-12v)
Digital Inputs	5 (0-12v negative switch)
LED Output	1
Relay Outputs	2

Motorola VP ONCORE GPS Receiver

8 channel, L1, C/A code receiver	
Code plus carrier-aided tracking	

Physical Characteristics

Size	6" x 5.5" x 2"
Weight	< 16oz
Connectors	DB25 cellular interface
Antenna Connectors	2 SMA RF plugs



To learn more about Motorola's Cellular Positioning and Emergency Messaging Unit, in the USA call:
708.205.3490
800.421.2477
708.205.3482 fax
In Europe call:
+49.611.3611.259
+49.611.3611.266 fax

 **MOTOROLA**
4000 Commercial Avenue
Northbrook, IL 60062 USA

DOCUMENT OFF-LINE

This page has been substituted for one of the following:

o An oversize page or document (such as a map) which was too large to be scanned into the RIPS system.

o Microfilm, microform, certain photographs or videotape.

✓ Other materials which, for one reason or another, could not be scanned into the RIPS system.

PUBLICATIONS

The actual document, page(s) or materials may be reviewed by contacting an Information Technician. Please note the applicable docket or rulemaking number, document type and any other relevant information about the document in order to ensure speedy retrieval by the Information Technician.

1. ITS QUARTERLY: A PUBLICATION OF THE INTELLIGENT TRANSPORTATION SOCIETY OF AMERICA 1995 FALL ISSUE, VOL. III, NO. 2

2. ITS WORLD: TECHNOLOGY AND APPLICATIONS FOR INTELLIGENT TRANSPORTATION SYSTEMS. JAN/FEB 1996.