

from an informant could lead to the apprehension and arrest of a violator that might otherwise go undetected. He should check out all information to the fullest extent and have all his ducks in a row, so to speak, before acting on the information.

If his personal public relations are good with individual after individual, it stands to reason that his success on his job will be easier and that the results will be better in every way. Be thorough in all these things. A breakdown in any of these important fields can lead to loss of public support.

To rely on the wildlife officer to carry out all of the public relations, information and education assignments would impose a burden. The work of career officers in public relations fills a vital need, and appears necessary in reaching the greatest number of people. Yet, acceptance of public relations literature, announcements and other communications cannot be taken for granted. Many hours of hard work and personal contact must be added to all statements, and the final decision by the public of the truth of such material is whether or not the officer at the local level does a good job of creating the right kind of image with the public and his news media.

It would appear to me that wildlife conservation agencies may have overlooked an opportunity for improving the public image of their activities. A case in point is the use of "Smokey the Bear" as the nation's greatest firefighter. The challenge to help catch the illegal alligator hunter might well feature the alligator hunter skinning "Alley" the alligator.

We learn little from preachments, but much from something that we can see and feel. Good public relations comes from seeing and feeling or sensing the neat appearance, good manners, the efficient work, the sincere interest of the wildlife officer in his individual community. When he does a good job, in an acceptable manner, the Commission—in whatever state he may work—gains in public acceptance and favor.

A REPORT ON FLORIDA'S BOATING LAW AFTER TWO YEARS OPERATION

By

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Florida Board of Conservation*

Most boatmen are safety-conscious and law-abiding citizens who are considerate of the rights of others. There is a small minority, however, who are reckless in their craft's operation and negligent when it comes to the safety of themselves and others. Florida laws and regulations have been established with the dual aims of increasing safety afloat and enhancing the pleasure of all who use our waters for recreational purposes.

June 8, 1964

The Florida Boating Council is dedicated to building safety consciousness and responsibility among boating enthusiasts.

The Florida Boating Council, originally set up as an advisory group on boating safety by executive order of the governor, was created as a state agency by the 1963 legislature.

The council consists of the director of conservation as chairman the governor or his appointee, the Attorney General of his appointee, the Director of the State Game and Fresh Water Fish Commission or his appointee, the President of the Florida Sheriffs' Association or his appointee, and the Florida Sheriffs' Bureau and the U. S. Coast Guard as advisory members.

The council has responsibility for planning and coordinating education programs, safety programs, registration improvements and recommending to the governor and the legislature amendments concerning boating safety, navigation and registration of boats.

The Boating Council's goal is to bring home to every person who seeks relaxation and fun on the thousands of miles of beautiful inland and coastal waters of Florida that a boat in the hands of an inexperienced, uninformed or careless operator is a dangerous instrumentality.

Courtesy and common sense are the basic factors in safe boating.

Personal negligence is revealed by nationwide statistics to be the prime cause of water accidents.

Standing, poor observation, overloading, high speed turns, wake of other craft and general reckless handling are the most common faults that bring about boating accidents.

All boats propelled by more than (10) ten h.p. are required by state statute to be registered and all safety requirements are applicable to all boats even though not propelled by machinery.

And at this time I will give you the classes of vessels and a break down of the equipment required.

Class "A" boats shall have the following equipment: (Under 16 ft.).

- (a) 1. One life saving device in good and serviceable condition, approved by the Coast Guard, for each passenger.
2. One oar or paddle.
3. One anchor and rope of appropriate size and length.
- (c) Lighting requirements between sunset and sunrise.
 1. One white light aft visible for two miles, such light not be obstructed by any part of the vessel so as to be visible in all directions.
 2. One combination red and green light on forward deck visible for one mile.
 3. In lieu of 1, 2, equipped with lights meeting the international standards.

Class 1 boats (16 ft. to 26 ft.) shall have the following required equipment:

- (a)
 1. One life saving device in good and serviceable condition, approved by the Coast Guard, for each passenger.
 2. One underwriter approved fire extinguisher in good and serviceable condition.
 3. One anchor and rope of appropriate size.
 4. One hand, or power-operated whistle or horn capable of producing a blast of two seconds duration and audible for a distance of one-half mile.
- (b) Inboard boats: Additional equipment.
 1. Two ventilators capable of removing gases from bilges on boats using gasoline or fuel of a flash point less than 110 degrees F. unless the bilges are not decked over allowing natural ventilation.
 2. One flame arrestor on each carburetor to prevent back-fire; except on engines installed before November 19, 1952.

- (c) Lighting requirements between sunset and sunrise.—
1. One white light aft visible for two miles, such light to be unobstructed by any part of the vessel so as to be visible from all directions.
 2. One combination red and green light on forward deck visible for one mile.
 3. In lieu of 1 and 2, lights that meet with international standards.

Class 2 boats (26 ft. to 39 ft.) shall have the following equipment:

- (a) Safety equipment.—
1. One life saving device in good and serviceable condition.
 2. Two underwriter approved class B-1 fire extinguishers (portable type) or one fire extinguisher class B-II.
 3. One anchor and rope of appropriate size.
 4. One hand or power-operated whistle or horn capable of producing a blast of two seconds duration and audible for a distance of one mile.
 5. One bell producing a clear bell-like tone.
- (b) Inboard boats: Additional equipment.—
1. Two ventilators capable of removing gases from bilges on boats using gasoline or fuel of a flash point less than 110 degree F. unless the bilges are not decked over allowing natural ventilation.
 2. One flame arrestor on each carburetor to prevent back-fire: except on engines installed before November 19, 1952.
- (c) Lighting requirements between sunset and sunrise.—
1. One white light 360 degree range at stern visible for two miles.
 2. One green running light 112 degree range visible for one mile.
 3. One red-running light 112 degree range visible for one mile.
 4. One white light at bow—225 degree range visible for two miles.
 5. In lieu of 1, 2, 3, and 4, lights which meet international standards.

Class 3 boats (40 ft. to 65 ft.) shall have the following required equipment:

- (a) Safety equipment.—
1. One life preserver or ring buoy in good and serviceable condition. Approved by the Coast Guard, for each passenger.
 2. Three underwriter approved class B-1 extinguishers or one class B-II and one B-I extinguishers.
 3. One anchor and rope of appropriate size.
 4. One hand or power-operated whistle or horn capable of producing a blast of two seconds duration and audible for a distance of one mile.
 5. One bell producing a clear bell-like tone.
- (b) Inboard boats: Addition requirements.—
1. Two ventilators capable of removing gases from bilges on boats using gasoline or fuel of a flash point less than 110 degree F. unless the bilges are not decked over allowing natural ventilation.
 2. One flame arrestor on each carburetor to prevent back-fire; except on engines installed before November 19, 1952.
- (c) Lighting equipment between sunset and sunrise.—
1. One white light—360 degree range at stern visible for two miles, such light to be unobstructed by any part of the vessel so as to be visible in all directions.

2. One green running light 112 degree range visible for one mile.
3. One red running light 112 degree range visible for one mile.
4. One white light at bow—225 degree range visible for two miles.
5. In lieu of 1, 2, 3 and 4, lights which meet international regulations.

The use of sirens or flashing red lights on any vessel except police or fire boats shall, after January 1, 1964, be prohibited.

Every vessel shall be equipped with at least one adequate Coast Guard approved life saving device for each occupant.

Report of the LAW ENFORCEMENT SECTION

ROBERT HAZEL

North Carolina Wildlife Resources Commission

Mr. President, Ladies and Gentlemen:

It is a pleasure for me to report for the Law Enforcement Section. Attendance at this 1964 conference set new records. A total of 78 members were present from 13 of the 14 member states and the U. S. Fish and Wildlife Service. Only one state was not represented. A member of non-member visitors were present, including one visitor from a non-member state—Mr. John Carlyle, Regional Director, from the State of Texas. Attendance at the program sessions of the Law Enforcement Section was the best ever, with 100 or more persons present on several occasions. The papers presented at the sessions were high quality, professional, and well-received.

New officers elected at the annual business session are:

President—Edward F. Farrish, Enforcement Chief, Alabama.

Vice President—Charles Milton, Enforcement Chief, Maryland.

Members, Board of Directors—James L. Bailey, Superintendent of Protection, Missouri; Robert S. Baker, Coordinator of Special Services, Georgia; Gene Howell, Enforcement Chief, South Carolina.

Secretary-Treasurer—George T. Brown, Enforcement Chief, Tennessee.

Membership in the Law Enforcement Section at present totals 1144, with one state's current membership still unreported.

Two important and significant resolutions were passed at the business meeting of the Section. One of these urged the passage of an amendment to the Lacey Act so as to include all vertebrate animals under its provisions. The other provided for a contribution of \$300.00 from the Law Enforcement Section treasury to the Dr. C. W. Watson Trust Fund.

The Law Enforcement Section and its Board of Directors were especially appreciative of the recognition given to the outstanding officers at the annual banquet, and for the increasing recognition by the Southeastern Association of the professional status of the Law Enforcement Section. This status was greatly enhanced by this year's meeting.

This concludes the report of the Law Enforcement Section.