

October, 2021

RBS

Job One

**2020 Recreational Boating
Safety Statistics Released**

See Page 3

RBS *Job One*

October, 2021

Publication of the United States Coast Guard Auxiliary
Recreational Boating Safety Directorates

INSIDE

3 2020 RBS Statistics Released

7 Boating Safety Tips

8 Recruiting by PE Classes

10 AUXLWO Program Vital for Boating Safety

Recreational boating activity soared during the 2020 boating season. So did on-water accidents.

(Photo courtesy of National Safe Boating Council)

RBS *Job One* is the flagship publication for the U.S. Coast Guard Auxiliary Recreational Boating Safety (RBS) Directorates; RBS Outreach (B), Public Education (E) and Vessel Examination and Partner Visitation (V). Its purpose is to inform all members of the Auxiliary of current developments affecting their job performance in conducting the core mission assigned by the Coast Guard and to share best practices. RBS *Job One* is published several times a year. Send submissions to sydneyhay@mindspring.com.

Distribution: All Coast Guard Auxiliarists with email addresses in AUXDATA II, COMDT (CG-BSX) staff, CGAuxA executive director, and U.S. Power Squadrons, via direct email.

Disclaimer: The appearance of any product or service advertisement on a site which hosts a publication of the United States Coast Guard Auxiliary or on a site to which any link is directed does not constitute, and shall not be construed as, an endorsement of that product or service by the United States Coast Guard or Coast Guard Auxiliary.

Confidentiality Notice: PRIVACY ACT of 1974: The disclosure of the personal information contained in this publication is subject to the provisions contained in the Privacy Act of 1974. The subject Act, with certain exceptions, prohibits the disclosure, distribution, dissemination or copying of any material containing the home addresses, home telephone number, spouses' names, and social security numbers, except for official business. Violations may result in disciplinary action.

Copyright © 2021 Coast Guard Auxiliary Association, Inc. All rights reserved.



NATIONAL CHAIN OF LEADERSHIP AND MANAGEMENT

COMO Alex Malewski, National Commodore
(NACO)

COMO Gus Formato, Vice National Commodore
(VNACO)

COMO Gary Barth
Deputy National Commodore (DNACO-RBS)

COMO Robert M Laurer
Assistant National Commodore for
Recreational Boating Safety (ANACO-RB)

RECREATIONAL BOATING SAFETY DIRECTORATES

Recreational Boating Safety Outreach
Christopher Wilson, Director (DIR-B)
Nan Ellen Fuller, Deputy Director

Public Education
Dave Fuller, Director (DIR-E)
Robert Brandenstein, Deputy Director

Vessel Exam and RBS Visitation
Jim Cortes, Director (DIR-V)
Paul Saba, Deputy Director

STAFF

COMO Robert T. Shafer, Division Chief,
Communication Services (DVC-BR)

Sydney Hay, Branch Chief,
Editorial Services (BC-BRE)

Donald G. Lindberg, Assistant Branch Chief,
Editorial Copy Editor (BA-BREP)

2020 Recreational Boating Statistics Released

Fatality Rate Up 25% Over 2019

By Sydney Hay, BC-BRE

The Inspections and Compliance Directorate of the US Coast Guard is tasked with the responsibility of collecting, analyzing, and annually publishing statistical information on recreational boating casualties. Within the Directorate, the Office of Auxiliary and Boating Safety, Boating Safety Division has responsibility for the National Recreational Boating Safety Program.

On June 29, 2021, the Recreational Boating Statistics report for 2020 was released containing data on recreational boating accidents. This publication is a result of the coordinated effort of the Coast Guard, all 50 states and the territories that have federally-approved boat numbering and casualty reporting systems.

The numbers contained in the new report set off alarm bells throughout the Coast Guard and the Coast Guard Auxiliary by showing a major increase in recreational boating accidents, injuries, and deaths in 2020 compared to 2019.

According to the news release from the Coast Guard, “From 2019 to 2020, the total number of accidents increased 26.3 percent (4,168 to 5,265), and the number of non-fatal injured victims increased 24.7 percent (2,559 to 3,191). There is evidence that boating activity increased significantly during the pandemic, from reports of increased boat sales, insurance policies taken out, insurance claims, and calls for towing assistance. With the increased exposure (i.e., more boating hours), there was greater risk of deaths, injuries, and accidents.”

Upon viewing the report, Michael Bozarth, D-CAPT and ADSO-Operations for District 11SR had this to say:



A boater wears the newly-required Emergency Engine Cut-off Switch. In 250 injury incidents in 2020, at least one person was struck by a propeller.

(Photo courtesy of National Safe Boating Council.)

“It is disappointing to see these statistics. We had been making incremental progress each year on the number of deaths on the water, but in 2021 there was a huge spike in accidents and deaths. This is likely due to the dramatic increase in new, inexperienced boaters during the COVID pandemic when boating was viewed as a perfect socially-distanced activity.”

Bozarth continued, “Three take-aways I wish everyone would take to heart. One, life jackets save lives. When you hit the water either hurt or unconscious, a good life jacket worn correctly is the only thing that will save your life. Two, alcohol continues to be the leading known contributing factor in fatal boating accidents. It doesn’t take much alcohol to impair your

CONTINUED ON PAGE 4



Operator inattention is a primary contributing factor to recreational boating accidents.

(Photo courtesy of National Safe Boating Council.)

CONTINUED FROM PAGE 3

judgment when combined with the exposure and dehydration you are subject to while you are out there. And three, something as simple as a boating safety education course can make a huge difference in these numbers.”

The report also shows that in 2020:

- The fatality rate was 6.5 deaths per 100,000 registered recreational vessels, the highest in the program’s recent history. This rate represents a 25 percent increase from last year’s fatality rate of 5.2 deaths per 100,000 registered recreational vessels.
- Property damage totaled about \$62.5 million.
- Operator inattention, operator inexperience, improper lookout, excessive speed, and machinery failure also ranked as primary contributing factors in accidents.

Capt. Scott Johnson, chief of the Office of Auxiliary and Boating Safety at Coast Guard Headquarters, reflected on a number of cases where boaters had recently purchased the vessel involved in the incident,

but had not taken many of the proper safety precautions before getting underway.

Dave Fuller, Director of Education, US Coast Guard Auxiliary said, “It is concerning that more and more inexperienced boaters are out on the water. Boater education is, therefore, key and will go a long way to save lives.”

Dave continued, “The last two years have seen a significant increase in the number of boaters. Many of them are new to boating with no experience on the water and they do not know the rules that apply to them. Taking a boating safety class teaches you what you need to know to be safe on the water.”

Approximately 77 percent of fatal accidents involved an operator who had never taken a boating safety class despite the fact that 36 states require them.

According to the report, in nearly 250 accidents, at least one person was struck by a propeller adding

CONTINUED ON PAGE 5



Properly fitting life jackets save lives. Recent boating statistics continue to prove this fact.

(Photo courtesy of National Safe Boating Council.)

CONTINUED FROM PAGE 4

weight to the importance of newly-passed requirements for emergency engine cut-off switches.

The most common vessel types involved in reported accidents were open motorboats, personal watercraft, and cabin motorboats. Where vessel type was known, the vessel types with the highest percentage of deaths were open motorboats (50 percent), kayaks (15 percent), and pontoons (9 percent).

Bozarth brought up other concerns with this year's report saying, "In addition to the recurring statistics, a troublesome theme has emerged. The past few years have seen a significant increase in the interest in paddle craft. Unfortunately, so has the increase in deaths related to them. Paddle boards, kayaks and canoes are easy to buy, and new users often underestimate how important it is to have life jackets, wear proper clothing, and have the appropriate safety equipment."

Jim Cortes, National Director Vessel Examination and Partner Visitation points out how vessel safety checks and the Life Jacket Wear Observation Study auxiliaries conduct are vital and go hand in hand.

"Comparing the information found within the two main sources of data, the 2020 Recreational Boating Statistics and the 2019 Life Jacket Observation Wear Rate Study along with current sales and industry trends leads us to our Vessel Safety Check sweet spots," Jim said. "The data all correlates."

Jim added, "Data for the purpose of reporting is just awareness. It is our collective Recreational Boating Safety Mission to use this data to shape local conversation. Our mission is to convert awareness to action!"

That's a tall order and one that motivates every auxiliary whether engaged in public education, public affairs, vessel safety checks, on-water patrols, partner visitation or life jacket wear studies.

Jim concluded, "Simply put, we must share the findings to positively influence and change behavior."

The entire report is available at:

<https://uscgboating.org/library/accident-statistics/Recreational-Boating-Statistics-2020-Revised.pdf>

2020 BOATING STATISTICS EXECUTIVE SUMMARY

In calendar year 2020, the Coast Guard counted 5,265 accidents that involved 767 deaths, 3,191 injuries and approximately \$62.5 million dollars of damage to property as a result of recreational boating accidents. There is evidence that boating activity rose significantly during the pandemic, from reports of increased boat sales, insurance policies taken out, insurance claims, and calls for towing assistance. The Coast Guard is analyzing variables associated with boating activity to normalize accident data. Numerous states cited difficulties registering boats due to office closures during the pandemic. The Coast Guard did not perform any statistical adjustments to state figures.

- The fatality rate was 6.5 deaths per 100,000 registered recreational vessels. This rate represents a 25% increase from the 2019 fatality rate of 5.2 deaths per 100,000 registered recreational vessels.
- Compared to 2019, the number of accidents increased 26.3%, the number of deaths increased 25.1%, and the number of injuries increased 24.7%.
- Where cause of death was known, 75% of fatal boating accident victims drowned. Of those drowning victims with reported life jacket usage, 86% were not wearing a life jacket.
- Where length was known, eight out of every ten boaters who drowned were using vessels less than 21 feet in length.
- Alcohol use is the leading known contributing factor in fatal boating accidents; where the primary cause was known, it was listed as the leading factor in 18% of deaths.
- Where instruction was known, 77% of deaths occurred on boats where the operator did not receive boating safety instruction. Only 12% percent of deaths occurred on vessels where the operator was known to have received a nationally-approved boating safety education certificate.
- There were 247 accidents in which at least one person was struck by a propeller. Collectively, these accidents resulted in 39 deaths and 241 injuries.
- Operator inattention, operator inexperience, improper lookout, excessive speed, and machinery failure rank as the top five primary contributing factors in accidents.
- Where data was known, the most common vessel types involved in reported accidents were open motorboats (46%), personal watercraft (22%), and cabin motorboats (13%).
- Where data was known, the vessel types with the highest percentage of deaths were open motorboats (50%), kayaks (15%), and pontoons (9%).
- The 11,838,188 recreational vessels registered by the states in 2020 represent a 0.34% decrease from last year when 11,878,542 recreational vessels were registered.

RECREATIONAL BOATING SAFETY TIPS

- **Wear a life Jacket.**

No matter what activity you have planned on the water, always remember to wear a life jacket when you are on the water. Accidents on the water can happen much too fast to reach and put on a stowed life jacket.
- **Make sure your life jacket is U.S. Coast Guard approved, appropriate for your water activity and fits properly.**

A life jacket that is too large or too small can cause different situational problems.
- **Know state boating laws.**

Rules and laws can differ from state to state and violations can result in ticketing, fines or jail time.
- **Take a boating safety course.**

Learn valuable tips that can help save your life in unexpected situations by taking a NASBLA (National Association of Boating Law Administrators) approved boating safety course. Many courses are online, and will save you money on your boat insurance.
- **Make sure your boat is prepared.**

There are many items that need to be checked and rechecked on any boat. Schedule a Vessel Safety Check with your local U.S. Coast Guard Auxiliary or U.S. Power Squadrons before you hit the water. Every Vessel Safety Check is conducted 100 percent free of charge.
- **Be sure to know your boat's capacity.**

If you have too much on your boat, the boat may become unstable and capsize.
- **Check the weather, including the water temperature.**

Know the latest marine weather forecast prior to going out, and keep a regular check for changing conditions.
- **Dress properly.**

Always dress for the weather, wearing layers if cooler weather, and bring an extra set of clothes in case you get wet.
- **Always file a float plan.**

File a float plan with someone you trust that includes details about the trip, boat, persons, towing or trailer vehicle, communication equipment and emergency contacts.
- **Always follow navigation rules.**

Know the "Rules of the Road" such as operator's responsibility, maintaining a proper lookout, safe speed, crossing, meeting head-on and overtaking situations. Know what's going on around you at all times, and always travel at safe speeds for the environment. Find out more at boatoncourse.com.
- **Don't drink while you boat.**

Where the primary cause was known, alcohol was listed as a leading factor in boating-related deaths. Find out more at operationdrywater.org.
- **Beware of carbon monoxide poisoning.**

Gasoline-powered engines on boats, including onboard generators, produce carbon monoxide (CO), a colorless and odorless gas that can poison or kill someone who breathes too much of it. Be sure to install and maintain a working CO detector, never block exhaust outlets, and always dock, beach or anchor at least 20 feet away from the nearest boat that is running a generator or engine.
- **Keep in touch.**

Communication devices can be the most important piece of emergency equipment on board a vessel, especially in case of emergency. Be sure to have at least two communication devices that work when on indicating radio beacons (EPIRB), VHF radios and (PLB). Cell phones are not reliable in an emergency situation.

Recruiting through Public Education Classes

By Karen L. Miller, DVC– ED

When flotillas recruit new members as a result of attendance at our public education classes, we're accomplishing two things right off:

We know the member is interested in boating safety and we even know if they own a boat. They have already completed a public education class so when they finish all the core courses they will be automatically Basically Qualified (BQ) without the intermediate step of Initially Qualified (IQ).

Getting the potential member into class is the vital first step. Then, exposing them to excellent material taught by outstanding instructors will help seal the deal. So how to get students into our classes? Here are some ideas based on forming a Recreational Boating Safety Committee made up of, at least:

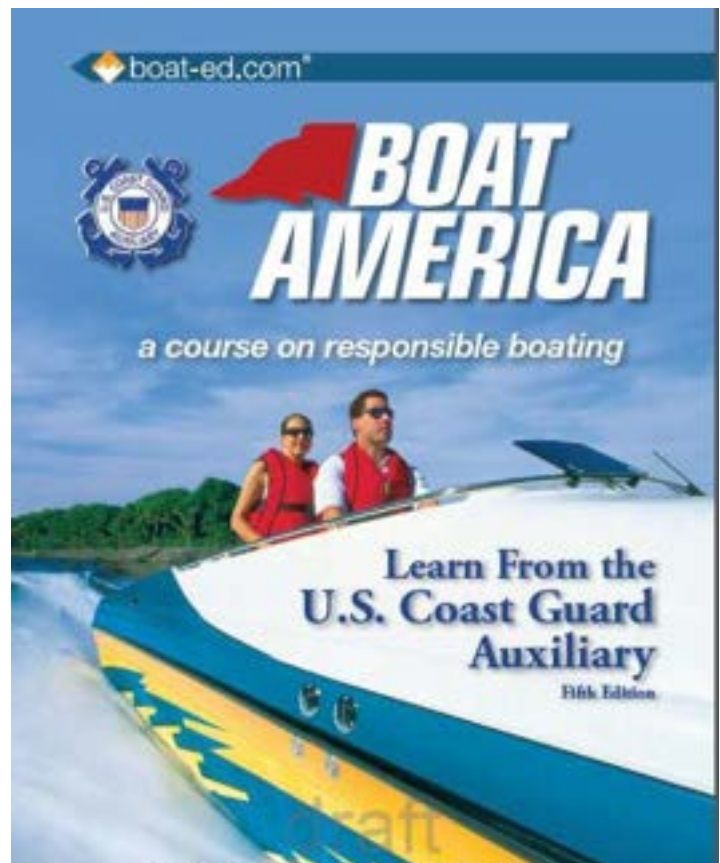
- Flotilla Public Education Officer (FSO-PE)
- Flotilla Public Affairs Officer (FSO-PA)
- Flotilla Program Visitation Officer (FSO-PV)
- Flotilla Vessel Examiner Officer (FSO-VE)
- Flotilla Communications Services Officer (FSO-CS)
- Flotilla Human Resources Officer (FSO-HR)

Remember to include the Flotilla Commander or Flotilla Vice Commander in the Committee.

This RBS Committee can develop a plan of action to drive students to the flotilla's classes. This can be developed with two different and complementary marketing ideas in mind: outbound and inbound. The FSO-HR should have a good handle on what type of members the flotilla needs and can help the rest of the Committee focus on those areas most needed.

Many of our traditional methods are outreach-oriented (outbound) by using press releases developed by the FSO-PA and safe boating messages on the flotilla website and Facebook page usually updated there by the FSO-CS. Add to that class schedules placed at the flotilla's Program Partners displays and handed out by the flotillas Vessel Examiners.

Some other methods that may come into play under the outreach umbrella are boat shows and presentations to yacht, fishing, and sailing clubs.



“Boat America” is the current boater safety course offered by US Coast Guard Auxiliary instructors.

What about inbound marketing? This is where the flotilla takes advantage of the potential for referrals and where the Committee can make a powerful impact in getting students in seats (virtual or in-person). Inbound marketing relies heavily on reliable contacts, careful follow-up, good products, and ease of “use.”

Of course, the best referral is by word of mouth. Satisfied class members who tell their friends and families about the great course they took from wonderful instructors will add to the flotillas class rolls. Take advantage of that environment; let the FSO-HR or other knowledgeable member present a short program during the class about the CG Auxiliary and the benefits of membership. And, while this is an ideal way to add students, it's pretty much on a onesie-twosie basis.

As an added inducement to have graduated students

CONTINUED ON PAGE 9



Responsible boaters make good Auxiliary recruits. Boater safety classes are a good recruiting tool.

(Photo courtesy of US Coast Guard Boating Safety Division)

promote our classes for us, consider selling gift certificates to future classes that the students can provide as presents to family and friends.

If the flotilla has a vigorous Program Visitation presence, the FSO-PV and the Program Visitors can have a intense effect on the inbound marketing program. These members can provide “leads” into all varieties of companies. How about:

- New/Used Boat Dealers
- Boat Insurance, Finance companies
- Boat Rentals
- Yacht, Sailing, Boating clubs
- Junior ROTC
- Local Colleges / Adult Ed Classes / Community Colleges

Once the PV makes contact and establishes interest, a member of the Committee can then establish an ongoing relationship that benefits both organizations. To make these relationship lasting the flotilla needs to continue to provide:

- A good product (Boat America and Boating Skills and Seamanship are ideal)
- Exceptional instructors (especially instructors who are up-to-speed in their skills and use of technology)
- Frequent classes (to match potential students schedules)
- Frictionless registration (consider the registration form using Google Forms on the E-Directorate website)
- Ease of payment (consider PayPal, Square, etc.)
- Current class information (make sure the 7023 is up to date, consider a separate webpage just for public education, and have a contact person who is reliable and knowledgeable to follow up on every inquiry)

Now you can see how this Recreational Boating Safety Committee can help the flotilla fulfill its RBS mission of educating recreational boaters and keeping our waters safer. This will also serve us well to fill our member ranks with motivated recruits who want to be part of this great organization and support the RBS mission of the Coast Guard. Ω

Auxiliarists Again Conduct Life Jacket Wear Observations in Key Locations this Summer

Life Jacket Wear Observation (AUXLWO) Program Proves Vital for Mission of Boating Safety

By Randy Wesson, District 11 SR DDC-L and Sydney Hay, BC-BRE

Auxiliary members from throughout the nation head to the water each summer for a slightly different purpose than the usual on-the-water patrols, yet they accomplish every bit as much toward the Auxiliary mission of Recreational Boating Safety. Dressed in civilian attire to specifically not draw attention to the work and armed with binoculars, weather instruments, special forms and some well-sharpened pencils, these Auxiliarists form the core of the Auxiliary Life Jacket Wear Observation (AUXLWO) Study.

Over the course of a 4-hour period, observers note the type and length of vessels that pass by, and record among other things the number, sex and age of the persons on board and whether they are wearing a life jacket and what type.

JSI Research & Training Institute, Inc., a public health management consulting and research firm conducts the program, gathers the data and does the analysis. The overall goal of the program is to provide recreational boater safety statistics and analysis to the Coast Guard and state and federal regulators on an annual basis. Regulators can use the results of the study and combine them with accident statistics to determine if regulations should be added or modified in order to make recreational boating safer.

Originally, observations around the country were conducted by civilians, paid by JSI from a Coast Guard grant. Several years ago, the Coast Guard asked the Auxiliary to begin to take over some sites. The Auxiliary conducts observations at approximately 20 sites and JSI conducts the remaining 10 sites at the present time. The Auxiliary has, thus, saved the Coast Guard significant money.

“The Life Jacket Observation Wear Rate Study fuels many of the statistics used in nearly every safe boating publication the we see,” said Jim Cortes, National Director, Vessel Examination and Partner Visitation. “The Auxiliary contributes nearly 2/3 of reported data through its 20 state observations.”

Auxiliary members begin by taking an on-line training session that takes about two hours and is followed by a brief on-line quiz that requires a very high passing score in order to qualify as an observer since the study requires a 98% or higher accuracy level on the observations.

Observers in two person teams perform their inspections at the same locations annually for consistency going to the same exact observation point on a busy summer weekend day and choosing the busiest time of day whether, morning, mid-day, or afternoon. This insures that as many vessels as possible can be observed. The observation is conducted for four hours or for 300 vessels, whichever comes first.

Data recorded includes whether loaner life jackets are available, local weather and water conditions, boating traffic, events underway, law enforcement activities, the size and type of vessels, propulsion being used, the type of boating activity that is intended or taking place, the age range and gender of the operator and of the passengers, and the type of life jackets being used and by which people. This year, for the first time, observers were also watching for the use of Emergency Engine Cut-Off Switches.

After satisfactorily completing two boating seasons with 98% or higher accuracy Auxiliarist can become PQS certified as an observer. Conclusions reached

CONTINUED ON PAGE 11

from the most recent study available (2019) include the following notable results:

Over the course of the twenty-one years of the life jacket national observation study there have been increases in wear rates on all types of boats and for all age groups. The average wear rate in 2019 for all boaters on all types of boats except PWCs was 19.5%, which is a relative increase of 27% over the 1999 wear rate of 15.4%.

Some boat types show greater increases than other boat types. The same is true for age groups. Below we summarize the relative increases in wear rates for age groups and for boat types.



Auxiliary observers assisting in this study would have recorded this vessel as a paddlecraft 16 to 21 feet in length with two adult males under the age of 65 engaged in fishing and both wearing life jackets.

(Photo courtesy of US Coast Guard Boating Safety Division)

1. For many different age groups of boaters on all types of boats taken together, wear rates in 2019 mark substantial relative increases in wear rates since the 1999 baseline year.

- a. All adults (18+) on all types of boats excluding PWCs: 29% relative increase (9.0% to 11.6%)
- b. All youth (0-17) on all types of boats excluding PWCs: 26% relative increase (52.1% to 65.8%)
- c. Children (0-5) on all types of boats excluding PWCs: 16% relative increase (80.6% to 93.2%)
- d. Children (6-12) on all types of boats excluding PWCs: 19% relative increase (69.1% to 82.2%)
- e. Teenagers (13-17) on all types of boats excluding PWCs: 61% relative increase (24.1% to 38.9%)

2. For adults there have been notable relative increases in wear rates by specific types of boats comparing 2019 levels to the baseline year of 1999.

- a. All powerboats except PWCs: 25% relative increase (4.4% to 5.5%)
- b. Open motorboats: 44% relative increase from 2006 (4.5% to 6.5%)
- c. All paddlecraft except paddleboards: 34% relative increase (46.2% to 61.9%)
- d. All sailboats: 109% relative increase (13.6% to 28.4%)
- e. Day sailors: 136% increase (30.7% to 72.6%) (2019 are the highest levels observed in our study for this type of boat)
- f. Cabin sailboats: 73% increase (9.1% to 15.7%)

3. Over the twenty-one-year span of this study, there has been a trend for a larger proportion of the boating public to use longer boats. This is particularly true for the powerboat category. In 2004, about a third of the occupants were on boats larger than 21 feet in length but in 2019, half of the boating public were on boats of greater than 21 feet. However, since wear rates tend to be lower on larger boats, this trend of increasing boat sizes, masks the actual relative proportion of increases of wear rates observed if one only looked at improvements within a boat size category. Data are shown starting in 2004 since that was the first year observations were made dividing the 16 to 25 feet category into 16 to 21 feet and 21 to 26 feet in lengths.

- a. Relative increase for all powerboats from 2004 to 2019 is 41% (3.9% to 5.5%)
- b. For powerboats under 16 feet in length, the relative increase is 67% (8.5% to 13.7%)
- c. For powerboats from 16 to 21 feet in length, the relative increase is 26% (4.7% to 5.9%)
- d. For powerboats from 21 to 26 feet in length, the relative increase is 96% (2.4% to 4.7%)
- e. For powerboats greater than 26 feet in length, the relative increase is 125% (0.8% to 1.8%)

The latest Life Jacket Wear Rate Study is available at <https://uscgboating.org/multimedia/news-detail.php?id=534> Ω

Understand the danger of **PROPELLER STRIKES**



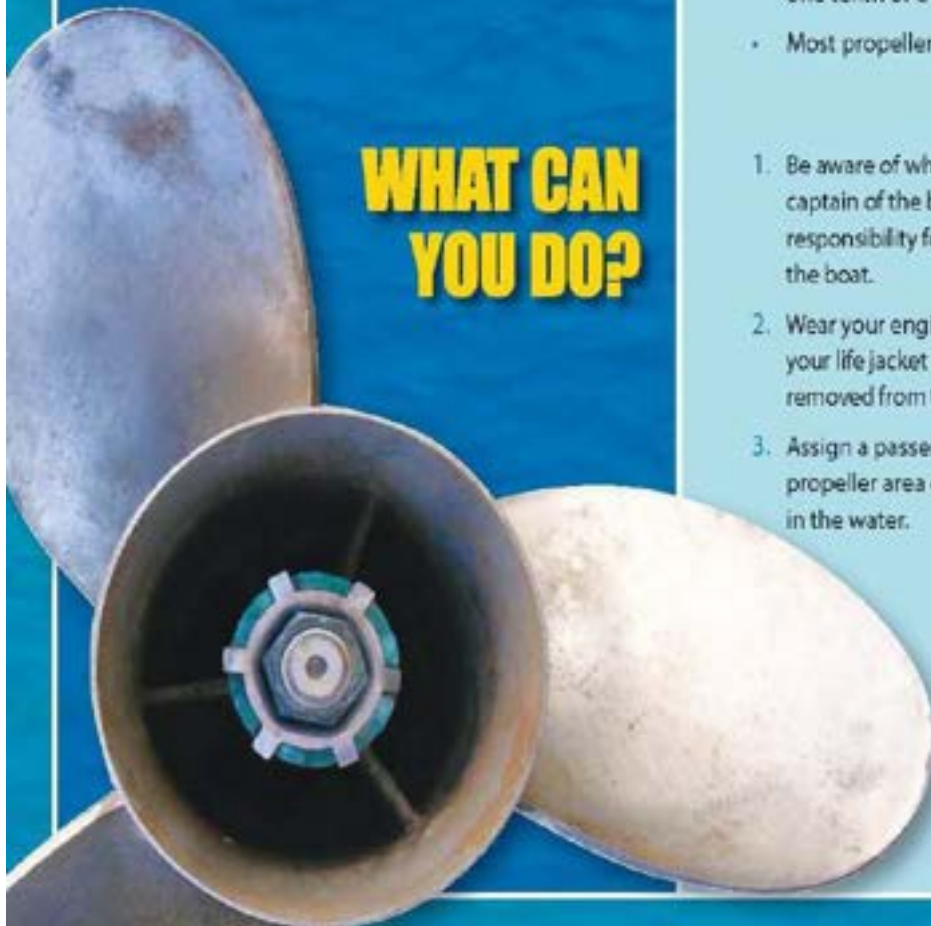
If the driver is thrown overboard or moves away from the boat's controls, an ignition cut-off switch lanyard will shut off the engine causing the propellers to rapidly slow, then stop rotating.

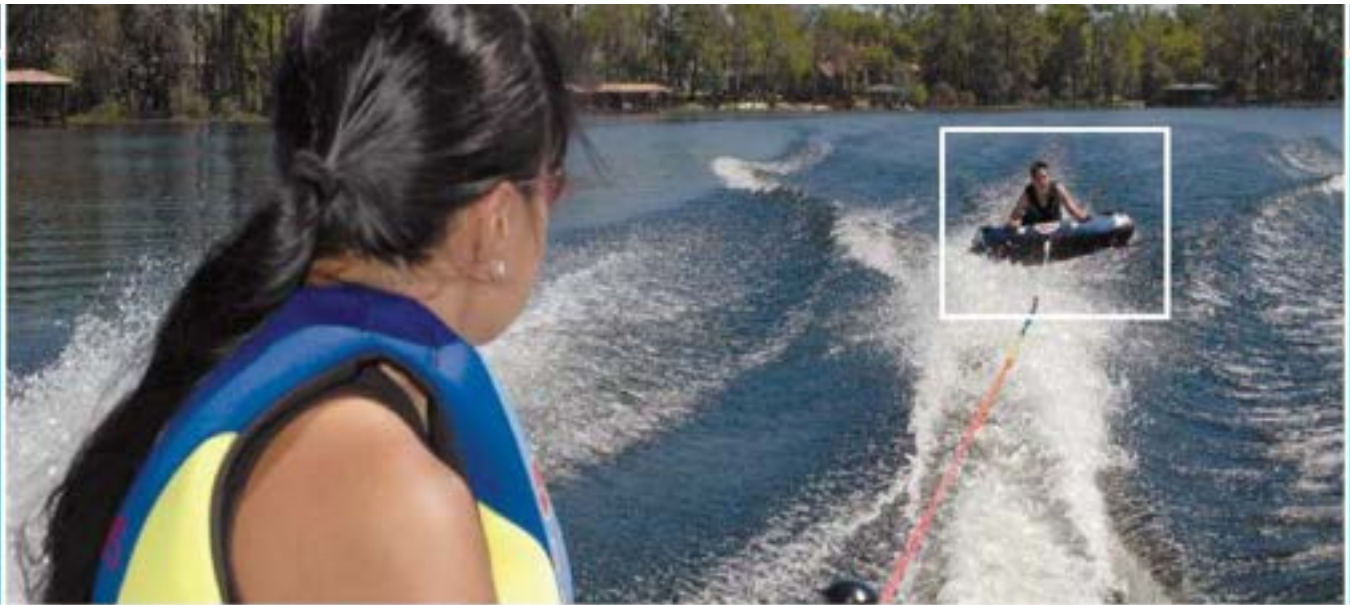
DID YOU KNOW?

WHAT CAN YOU DO?

A typical three-blade propeller running at 3,200 rpm can inflict 160 impacts in one second.

- A typical recreational propeller can travel from head to toe on an average person in less than one tenth of a second.
 - Most propeller accidents CAN be prevented!
1. Be aware of what is going on around you! The captain of the boat is in command and must take responsibility for the safety of people in and around the boat.
 2. Wear your engine cut-off switch lanyard and your life jacket at ALL times. If the lanyard is removed from the switch, the engine will shut off.
 3. Assign a passenger to keep watch around the propeller area of your boat when people are in the water.
 4. Read and follow all the safety instructions in your boat and engine operator's manuals.
 5. Consider purchasing propeller safety devices for your boat.





SAFETY TIPS

- Before starting your boat, walk to the stern and look in the water to make certain there is no one near your propeller (people near propeller may not be visible from helm).
- Never allow passengers to board or exit your boat from the water when engines are on – or idling (your propeller may continue to spin).
- Educate passengers about the location and danger of the propellers.
- Call attention to and discuss any propeller warning labels around your boat.
- Be especially alert when operating in congested areas and never enter swimming zones.
- Take extra precautions near boats that are towing skiers or tubers.
- Never permit passengers to ride on the bow, gunwale, transom, seatbacks, or other locations where they might fall overboard.
- Children should be watched carefully while onboard.
- Establish clear rules for swim platform use, boarding ladders, and seating (if possible, passengers should remain seated at all times).
- If someone falls overboard, STOP! Then slowly turn the boat around, and keep the person in sight as you approach. Assign a passenger to continuously monitor the person in the water. Turn your engine off FIRST and then bring the person to safety.
- Never reverse your boat to pick someone up out of the water. Go around again.



SAFETY DEVICES

A variety of safety devices are available to help prevent propeller strikes:

- Wireless cut-off switches
- Propeller guards
- Ringed propellers
- Propulsion alternatives
- Interlocks
- Sensors
- Anti-feedback steering

Review all options with a marine professional to determine which preventive measures are best for your boat. For one list of devices, visit www.USCGboating.org.



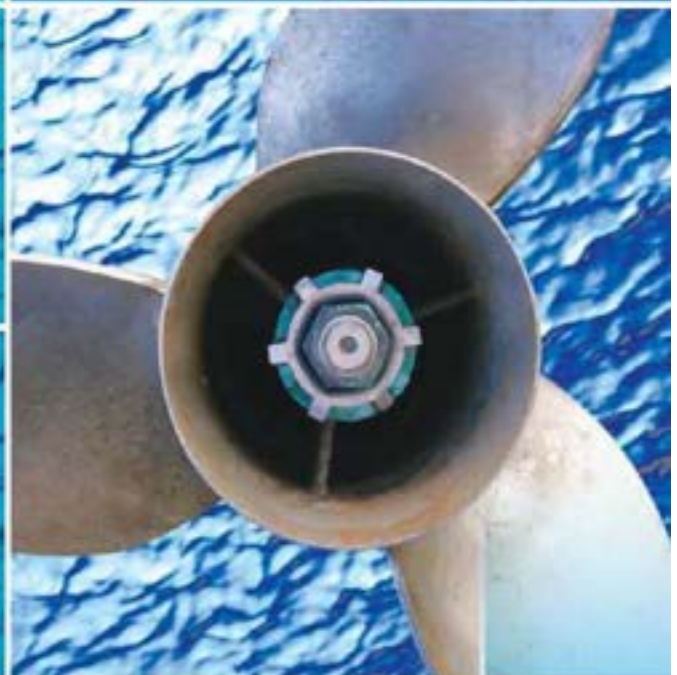
A SURVIVOR'S ACCOUNT

* A series of events led to all three of us being thrown in the water. My husband yelled to warn me the boat was approaching from behind. The propeller slashed my arm, my back, my breast, and continued down to my buttocks and hip, chewing through bone. The next time I saw my husband he was floating dead in the water, his left leg missing from the knee down. Our guide had also been struck and killed. For them, the propeller caused death. For me it caused much more. Through great will, I am a functioning human being; but I'm still trying to adjust to a completely different life."



Taking a Boating Safety Course is the best way to prepare for a safe and enjoyable time on the water. As a boat owner or operator, you are responsible for your safety and the safety of your passengers. That's why the U.S. Coast Guard reminds you: "Boat Responsibly!"

BEWARE Boat Propellers... A Hidden DANGER



For more information, please contact:

BOAT
Responsibly



www.uscgboating.org
Brought to you by the U.S. Coast Guard
September 2015



ATTENTION:

- Swimmers
 - Skiers
 - Tubers
 - Anglers
 - Wake Boarders
- And All Boaters

