

PROCEEDINGS

OF THE MARINE SAFETY COUNCIL



**If you don't keep it
where you can grab it,
what good is it?**

DEPARTMENT OF TRANSPORTATION

UNITED STATES COAST GUARD

Two Typical Boating Casualties . . .

Implementing the Federal Boat Safety Act of 1971 . . .

THIS COPY FOR NOT LESS THAN 20 READERS—PLEASE PASS IT ALONG

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COVERS

FRONT COVER: Our cover layout is the theme of the current boating safety promotion and will appear in newspapers and magazines throughout the Nation during the current boating season.

BACK COVER: A poster advertising this year's Safe Boating Week which will run from July 2 through July 8, 1972.

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Admiral C. R. Bender, USCG
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The membership may be expanded by the Commandant or Chairman, Marine Safety Council to deal with special problems or circumstances.

Ensign A. W. Vander Meer, Jr., Editor

RECREATIONAL BOATING SAFETY

by Rear Adm. A. C. WAGNER, USCG
Chief, Office of Boating Safety, Headquarters

As we are all aware, the waters of America are one of the last open places for recreation easily available to the average man. Unfortunately, we too often find that this is not an unmixed blessing. The very unfamiliarity of the water environment which makes it an enjoyable break from routine, also brings danger to those who are unaware of the possible hazards. The tragic accident on the Ohio River at Cincinnati which took five lives last summer is only an example of this danger.

It is to correcting this that our Coast Guard boating programs are dedicated—to keeping boating an enjoyable sport and to protect the average boatman from troubles he can usually avoid.

The Congress has also taken note of this problem, and last August passed the Federal Boat Safety Act of 1971.

Each year in the Congress, a number of laws are proposed and enacted which are intended to protect the public. Usually these result from an upswelling of public concern resulting from some specific occurrence or series of events. Some industry is usually designated the culprit and the resulting legislation is a compromise between reducing the hazard and putting the company out of business.

The Federal Boat Safety Act of



1971 was a notable exception to this procedure. This law, which is designed to reduce the number and severity of recreational boating accidents, came about through the concerted efforts of many interested parties. The Coast Guard, the States, the boating industry, the volunteer safety organizations, and the boating public all worked together, through 4 years of congressional hearings, to put together an effective package. The final legislation was fully supported by all the groups and passed the Congress literally without opposition. Naturally, like any new legislation, interpretations must be worked out, but we feel that boating safety now has a solid framework within which we can all work together in improving our safety record.

And it is none too soon. It appears that last year boating fatalities were sharply increased from 1,418 to almost 1,600—a rise of almost 12 per-

cent. Even in the early months of 1972, the fatalities are continuing at this alarming rate.

We do not know exactly what is causing this increase, but we suspect various things:

a. Although the area of the Nation's waters grows only by the size of the newly created lakes behind dams, more boats nevertheless mean more congestion and the resulting increased possibility of accidents.

b. The increasing popularity of the small, light car-topper and its necessarily decreased stability protection.

c. The trend in the boating population toward the blue collar worker who, new to the sport, often lacks familiarity with water hazards.

d. The steadily increasing power available in small boats.

e. The inability of our present educational efforts to keep up with the growing boating population.

Certainly, none of these is a single cause and probably all of them contribute to a certain extent. We are continually analyzing our accident data to seek specific answers, but in the meantime we are proceeding on a broad front trying to meet the problem generally. We are striving to insure that the safest boat possible reaches the boating consumer, and that he is at least *exposed* to the basic fundamentals of boating safety. ♣

TWO TYPICAL BOATING CASUALTIES

No casualty is typical. So the above title is misleading in its implication that the facts of casualties about to be discussed have been or will be repeated in other casualties. The casualties discussed below are typical only in that one involves a collision and drowning, one involves a capsizing and drowning—two of the most frequent types of boating casualties, and the greatest cause of fatalities.

ONE MAN DROWNS AFTER COLLISION

The time was shortly after dark on a clear summer evening. The place was the Ohio River, near California, Ohio. The 47.6-foot steel hulled cruiser was making its way down the river, returning to the boat harbor from a recreational cruise. A guest of the vessel's owner was operating the boat in an enclosed cockpit while the owner and another guest relaxed in the boat's cabin, forward and down from the cockpit. The boat had reached a point where the river is about 1,500 feet wide and makes a large, slow downbound right bend when the operator sighted an open motorboat dead ahead and coming directly toward him. The operator altered his course (he does not recall whether to his left or right), but almost immediately noticed that the other boat had turned directly toward him again. He altered course right and left three more times; the other boat turned toward him each time. The operator of the cruiser did not stop or disengage his engine, but the owner, noticing the several changes in course, went up to the cockpit and put his engine in reverse. The cruiser still had headway on when the motorboat crashed into the port side, just aft of the stem of the cruiser. No whistle signals had been sounded by either boat.

Just after the collision the owner of the cruiser took his boat out of gear to stop the propeller in case anyone was under the boat. The cruiser drifted downstream, illuminating the area with spotlights and hand flares and searching. After a half hour search without finding survivors, the cruiser returned to the boat harbor. During the search, the persons aboard the cruiser saw one person removed from the water by another boat. They also saw two persons removed from the damaged motorboat by another boat in the area.

What happened aboard the 17-foot unnamed motorboat which collided with the cruiser is unclear, since its owner and operator did not regain his memory of the events of that evening. It is known that four persons left in the boat from a boat launching area below Cincinnati at approximately 8 p.m. that evening for a recreational trip on the river. The two men and two women water-

skied, stopped at a boat club to get into dry clothing, and then started up river to see the lights of an amusement park. The owner of the boat was operating it from the front right seat. A woman rode next to him in the left front seat. Another couple rode on the seat across the back of the boat. Near the time of the collision, the motorboat was planing, and at one point its owner stood up to look ahead for the lights of the amusement park. The woman in the back of the boat was not paying much attention to the boat's operation or to the events taking place outside the boat. But when she did look up, she saw the cruiser looming up in front of them just moments before she and the man next to her were thrown into the water by the force of the impact. She tried to keep her companion, who was not a good swimmer, afloat; but he seemed to push her away, and then disappeared. She was recovered from the water, and his body was recovered the next day. The owner and the woman who had been riding next to him were removed, unconscious, from the motorboat by persons on a houseboat. Though the motorboat was equipped with three buoyant vests and two ski belts, none of its passengers was wearing a lifesaving device. The unexpected collision did not allow time for them to use the available devices.

It was concluded that the proximate cause of the collision was the failure of the motorboat operator to maintain a proper lookout that would have allowed him to sight the properly lighted cruiser in time to avoid the collision. The drowning of one of the passengers in the motorboat may have been prevented had he been wearing a lifesaving device. That the operator of the cruiser failed to sound a danger signal in compliance with the Western Rivers Rules of the Road may have contributed to this casualty. The same is true of his failure, when approaching the other vessel so as to involve risk of collision, to slacken speed, or if necessary, stop and reverse. Rules of the Road violations and failure to wear lifesaving devices, then, resulted in damage, injury and death in this collision-type boating accident.

FIVE DROWN IN CAPSIZINGS

Weather and local conditions were the major causal factors in a capsizing accident that resulted in drowning deaths of five persons near Coos Bay, Oreg., last September. At 8 a.m. that morning the weather near the Coos Bay Bar was fair, with a south-southeast wind blowing at 5 knots and a northwest sea with 4- to 6-foot swells. By 9 a.m., however, weather conditions had begun to deteriorate. Winds picked up to about 8 knots, and there was a strong ebbtide. Small craft warnings were hoisted from the Coast Guard Coos Bay Station lookout tower. At about 9:40 a.m., the weather grew worse—the wind shifting to north-northeast at 8 to 10 knots and creating 10- to 12-foot seas with an occasional break. Swells were starting on the south side of the channel across the bar—a well known and publicized danger area. Within 5 minutes swells began breaking in the channel over the bar.

Four persons were fishing outside the Coos Bay Bar in an outboard motorboat which weighed 500 pounds. Three persons were fishing at the entrance to the bar in an inboard/outboard motorboat weighing 2,000 pounds. Each vessel had sufficient life jackets aboard for all of its passengers, but none of the passengers wore them. At about 9:49 a.m. the outboard boat was running at a slow speed south of the Coos Bay Bar Channel in a breaking surf, when it was picked up by a large swell. The swell curled and broke, capsizing the boat and throwing the four passengers into the water. Both Coast Guard personnel at Coos Bay Station and the operator of the nearby inboard/outboard boat witnessed the capsizing. Four Coast Guard rescue craft were dispatched, and a Coast Guard helicopter was diverted to the scene from a routine training mission.

At about the time the casualty occurred, the inboard/outboard boat was apparently heading towards Charleston Harbor. Seeing the other boat in trouble, the operator of this boat turned his craft toward the south side of the channel and proceeded into the area of the breaking surf in an attempt to rescue the four persons clinging to the hull of their capsized boat. As the inboard/outboard drew close to the capsized vessel, a line was thrown to the survivors. A woman grabbed the line, and people on the rescue boat began pulling her in. When she was halfway between the boats, a large swell picked up the inboard/outboard, curled and broke, dashing that boat to pieces and throwing its three occupants into the water. Now there were seven people in the water.

At about 9:58 a.m. a Coast Guard 25-foot rescue boat arrived and sighted three persons clinging to the hull of the overturned outboard. The Coast Guard boat maneuvered in for the rescue, but drew too close to the rocks of the jetty and moved away for a second approach. As it made its turn and headed for the distressed vessel, another large wave curled and broke, capsizing the Coast Guard boat.



This was the result when an inboard/outboard navigated into the surf near Coos Bay, Oreg., in an effort to rescue four persons whose boat had capsized in the same area. In addition to the total destruction of this boat, five persons drowned as a result of the capsizings.

At last the Coast Guard helicopter arrived and rescued two men from the capsized outboard motorboat. A 44-foot Coast Guard patrol boat put a swimmer in the water and retrieved the bodies of three men and a woman. The two Coast Guardsmen from their capsized boat had helped direct rescue efforts and then had swum to the safety of the jetty and walked ashore.

Later that morning the body of a woman was recovered by a Coast Guard swimmer.

Both pleasure boats were total losses.

It was concluded that this casualty was caused by the operator of the outboard motorboat allowing his craft—a 13-foot, 7-inch fiberglass vessel powered by a 20 horsepower gasoline engine—to run out of the south side of the Coos Bay Channel into a well-publicized danger area, where a breaking swell capsized his boat. The inboard/outboard—a 19-foot wooden craft, powered by a 50 horsepower gasoline engine—was capsized in a similar manner and broken up during a valiant attempted rescue of the victims of the first capsizing. The weather was a major contributing factor. The 13-foot boat was of a size and type that should not have been operated in any kind of surf.

The five drowning victims might have been saved had they been wearing the available lifesaving devices.

In each of the above cases violations of safety precautions resulted in sudden casualties. Such casualties can happen without warning, without allowing time to don a life jacket. The message? Don't look at it, wear it!

✻

BOATING SAFETY ADVISORY COUNCIL



BOATING SAFETY ADVISORY COUNCIL MEMBERSHIP

Seated left to right: Nadean J. Brummett, President, Louis H. Brummett, Inc., Pasadena, Calif. Capt. F. Stewart, USCG, executive director, Boating Safety Advisory Council. Donald A. Milton, general manager, marine and industrial products, Chrysler Corp., Detroit, Mich. (first vice chairman). Edward J. Heine, Jr., president, United States Lines, Inc., New York, N.Y. (chairman, BSAC). James J. O'Brien, director, division of marine and recreation vehicles, Albany, N.Y. (second vice chairman). Tom G. Shackelford, chief, division of water safety, department of conservation, Montgomery, Ala. Florence B. Wade, supervisor, boat regulations, Richmond, Va.

Standing—Left to right: Robert F. Rittenhouse, director, Oregon State Marine Board, Salem, Ore. Ralph Thacher, vice president, Burr Bros. Boats, Marion, Mass. James R. McQueen, Jr., president, Trojan Yachts, Lancaster, Pa. Howard F. Larson, vice president, OMC, Milwaukee, Wis. George H. Page, president, Marmac Products, Cleveland, Ohio. Norman C. Blanchard, president, Blanchard Boat Co., Seattle, Wash. William A. Getz, president, Williams, White & Co., Moline, Ill. Robert G. Lowry, vice president and general manager, marine office, Appleton & Cox Corp., New York, N.Y. Robertson Ross, vice president & general manager, Lake Washington Yacht Basin, Inc., Seattle, Wash. Carl F. Sheppard, boating editor, Philadelphia Bulletin, Philadelphia, Pa. Thomas J. Legere, director, division of motorboats, Boston, Mass. Jose R. Garcia, superintendent of operations, Puerto Rico Ports Authority, San Juan, P.R. Donald L. Beghin, supervisor, boating activities, Madison, Wis.

Not shown on picture: Emil Mosbacher, U.S. Chief of Protocol, Washington, D.C. F. Ritter Shumway, chairman and Chief executive officer, Sybron Corp., Rochester, N.Y.

The Boating Safety Advisory Council has been established under authority of the Federal Boat Safety Act of 1971. The Council serves as a deliberative body advising the Commandant, U.S. Coast Guard on matters concerning recreational boating safety. It consists of 21 members having particular expertise, knowledge, and experience in boating safety, drawn equally, insofar as practical, from: (1) State officials responsible for State boating safety programs; (2) boat and associated equipment manufacturers; and (3) boating organizations and members of the general public. Each year, approximately one-third of the membership will be rotated off the Council to provide for the broadest possible representation of the varying interests.

While the Council has no operating authority or responsibility, it provides the Coast Guard with invaluable advice and assistance in considering the following:

1. The need for and the extent to which the regulations of and the standards for the boating industry will contribute to boating safety.

2. Relevant available boating safety standards, statistics and data, including public and private research, development, testing, and evaluation.

3. Whether any proposed regulation or standard is reasonable and appropriate for the particular type of boat or associated equipment for which it is prescribed.

In addition, the Council advises the Commandant on any other major boat safety matters referred to it.

The Council has met twice to date. The initial meeting of the Council, with Mr. Edward J. Heine, Jr., as Chairman, was held on December 6 and 7, 1971, at Coast Guard Headquarters, Washington, D.C. Prior to the meeting, each of the members was supplied with preliminary drafts of proposed standards for safe loading, safe powering, capacity information, proposed regulations for certification of compliance, defect notifica-

tion, termination of unsafe use, and vessel numbering, and casualty reporting. Many beneficial comments and suggestions were considered and the Council agreed that the need for these standards and regulations had been adequately demonstrated. It was also unanimously voted by the Council that the proposed rule for interim lifesaving equipment requirements for boats be issued as a regulation. The last mentioned regulation was published in the Federal Register of February 16, 1972.

At the Council's March 28, 1972 meeting, the Coast Guard's first drafts of proposed regulations on vessel numbering and casualty reporting, notification of defects, certification of compliance, hull identification number, correction of especially hazardous conditions (termination of unsafe use), and the standards for safe

powering, safe loading, flotation, and capacity information were reviewed. The Council voted to approve publication of those proposed regulations and standards in the Federal Register as notices of proposed rulemaking. Many of them have since appeared in the Federal Register, and have been considered at public hearings. The Council also voted at that meeting to approve publication of a proposed final personal flotation device regulation.

A three-member committee was appointed at the March 28 meeting, and given a specific directive to study the problem of voluntary versus mandatory boating safety education, along with the question of operator licensing. The committee is expected to give a progress report to the full Council at its next meeting, scheduled for September 1972. ⚓



"SALTY DOG"

Two characters from the Boating Safety Coloring Book, currently in production. "We've got to instill safety consciousness in the young," says George Mitchell, the author. "By the time we mature, it's far more difficult to change our attitudes and behavior."

BOATING ACCIDENTS

For calendar year 1971, 4,915 vessels were involved in 3,909 recreational boating accidents. These accidents resulted in 1,582 deaths (an historic high), 897 injuries, and \$9,022,000 in property damage. The accompanying table details the results of boating accidents for the last 5 years.

Loss of Life

Vessel capsizings continue to account for more of the lives lost in boating accidents than any other type of casualty; 641 vessels capsized in 1971, causing 659 fatalities. The vast majority of capsizings seem to be caused by some fault of the operator in his handling of the vessel. Foremost among these faults are: Overloading or improper loading of the boat; lack of operating experience; ignoring weather warnings; and boating in adverse weather.

Personal Injuries

Collisions with other boats or with a fixed object continue to account for more of the personal injuries than any other type of casualty. A total of 2,424 vessels were involved in collisions, causing 470 injuries. The principal cause of these collisions was

the failure of the operator to maintain a proper lookout. The increasing popularity of water skiing has contributed to this safety problem. Also, 427 fires or explosions on vessels resulted in the second largest number of personal injuries, 127.

Property Damage

Fires/explosions continue to account for the greatest amount of property damage, with vessel collisions responsible for the second largest amount; \$4,471,000 was lost due to fires or explosions while \$1,555,000 worth of property damage was caused by collisions with other vessels or fixed objects. The majority of the fires or explosions, where the cause of the accident could be determined, were due to: Operator negligence; disregard of safe fueling practices; and lack of operating experience.

Lifesaving Devices

There were 1,472 drowning victims for 1971. Of these, 45.7 percent were known to have had lifesaving devices available. Of those who had devices available, 75 percent did not use them properly, or did not use them at all. No conclusive data are

available concerning the number of persons, who, by their use of a lifesaving device, prevented a boating "mishap" from becoming a reportable boating accident.

Weather and Water Conditions

The waters vessels were on at the times of reportable accidents were: 58.2 percent were on nontidal waters; 31.2 percent were on tidal waters; 3.9 percent were on the Great Lakes; and 6.7 percent were on the oceans or the Gulf of Mexico.

The weather and water conditions at the times vessels became involved in accidents show that: In 55.6 percent of the cases the water was calm; in 76.9 percent of the cases the weather was clear; in 60.2 percent of the cases there was little or no wind; in 75 percent of the cases the visibility was good.

Time, Day of the Week, and Month

A larger percentage of vessels, 18.1 percent, were involved in accidents between the hours of 2 to 4 p.m. than in any other 2-hour interval. The highest percentage of fatalities oc-

(Continued on page 115)

TYPES OF CASUALTY	RESULTS OF BOATING ACCIDENTS														
	FATALITIES					INJURIES					AMOUNT OF DAMAGE (DOLLARS)				
	1967	1968	1969	1970	1971	1967	1968	1969	1970	1971	1967	1968	1969	1970	1971
Grounding	7	6	22	7	15	50	46	38	28	20	649,500	597,100	855,700	590,000	1,040,000
Capsizing	621	610	562	569	659	79	97	64	52	74	256,100	367,800	324,900	348,000	692,000
Flooding	35	37	66	128	82	13	7	9	7	8	171,300	137,900	249,000	419,000	323,000
Sinking	91	108	50	60	63	9	26	19	6	12	421,200	514,800	475,300	260,000	534,000
Fire or Explosion of Fuel	14	17	14	21	18	206	206	155	160	123	1,269,800	2,047,700	1,885,300	3,044,000	2,704,000
Other Fire or Explosion	5	2	5	2	20	13	5	11	4	4	948,900	985,000	239,800	965,000	1,767,000
Collision with Another Vessel	24	59	45	55	83	465	413	310	232	350	1,037,400	1,147,800	1,082,000	1,148,000	987,000
Collision with Fixed Object	38	58	47	62	61	182	143	156	99	120	669,700	535,000	804,700	686,000	568,000
Striking Floating Object	13	22	23	25	20	34	26	29	24	22	416,500	160,700	321,700	505,000	280,000
Other Casualty to Vessel	43	38	23	24	55	26	20	24	9	13	198,000	135,000	104,800	177,000	44,000
Falls Overboard	338	315	351	348	336	60	87	46	36	38	9,300	2,000	16,100	25,000	17,000
Falls Within Boat	2	2			1	15	15	7	9	10	500				9,000
Struck by Boat or Propeller	16	14	10	2	13	85	83	47	46	24	200	100	500		
Other Personnel Casualty	65	56	135	102	174	121	102	95	61	79	5,700	700	11,200	6,000	57,000
TOTAL	1312	1342	1350	1418	1582	1365	1284	1004	780	897	6,054,100	6,631,600	6,371,900	8,173,000	9,022,000

IMPLEMENTING THE FEDERAL BOAT SAFETY ACT OF 1971

Since the last boating safety issue of the *Proceedings* appeared in June 1971, the proposed Federal Boat Safety Act was signed into law by President Nixon on 10 August 1971. (See *Proceedings* of November 1971). In this issue, the scope and provisions of the Act are again summarized, and the steps the Coast Guard is taking to implement the Act are outlined.

Need for the New Law

A little background may help in understanding the boating safety problem in the United States. The U.S. Congress has charged the Coast Guard with furthering marine safety both commercial and recreational. This country has a substantial recreational boating population, and it is increasing each year. Recreational boating, however, has not become safer as the size of the sport has increased. In fact, despite Coast Guard efforts to the contrary, a steadily increasing number of fatalities have occurred. Last year over 1,500 persons were lost in boating accidents—a figure second only to highway deaths and greater than the number of airplane deaths. It is no wonder then that Congress

has seen fit to strengthen our boating laws so that the Coast Guard can lessen the accident rate, deaths, and injuries on our waters.

Scope of the New Law

The new Federal Boat Safety Act, Public Law 92-75, will have a major effect on boating safety. This Act is very broad in concept and contains portions which have their principal effects on the States and the public. But a major portion of the new Act concerns safety standards for boats and associated equipment and the manufacturer's responsibility to provide boats and equipment to the public which not only meet the safety standards but are free from defects that create a substantial risk of personal injury to the public. Thus, the Act has a direct impact on the boat manufacturer, on the manufacturer of associated equipment, on those who import boats into the United States, on the distributors and dealers, and, of course, on the public who use the boats and their equipment.

The law gives the Coast Guard broad authority to establish safety standards for boats and associated

equipment. It further authorizes the issuance of regulations concerning the installation, carrying, or using of associated equipment. Each standard and regulation must be reasonable, must meet the need for boating safety, and must be stated, as much as practicable, in terms of performance. In developing safety standards, the Coast Guard must consider relevant available boat safety standards, statistics, and data, including public and private research. In developing safety standards for boats and equipment, the Coast Guard must consult with the Boating Safety Advisory Council (see article on page 110).

Safety Standards Being Formulated

Most of the boating deaths in the United States are from drowning. The Coast Guard felt, therefore, when the Act was passed, that immediate action must be taken to reduce the number of these deaths. Of course, producing safety standards for the boats themselves takes time, and it also takes a considerable period of time after they become effective to render them operative on the boats, especially since the Federal Boat Safety Act cautions the Coast Guard

to avoid retrofitting the older boats except in cases of extreme hazard.

Nevertheless, the Coast Guard was able to do something about the drowning problem in the interim. The so-called Motorboat Act of 1940 allowed the Coast Guard to prescribe requirements for carrying of lifesaving devices on motorboats, but did not give that agency the authority over sailboats, rowboats, canoes, and the various other types of craft which constitute a considerable proportion of our boat population. The new Act provided that authority. Thus, after following the appropriate administrative rule making procedures, the Coast Guard published an interim regulation effective April 17, 1972, which extended the requirements for carrying Coast Guard approved lifesaving devices to the various nonself-propelled craft. It is hoped and expected that compliance with that regulation will greatly reduce the death toll from drownings. It must be emphasized, however, that the regulation is an interim one, and that the Coast Guard is now actively developing a new approach to the requirements for personal flotation devices, as the Coast Guard prefers to call lifesaving devices. The development of this new approach is being pursued with the able assistance of the American Boat and Yacht Council's safety equipment committee.

The Coast Guard has also published a proposed rule concerning the load capacity of small boats 20 feet in length and under, which would also affect the drowning hazard, not to mention the implications it would have for stability. In addition, a proposed standard for flotation in the flooded condition has been proposed. Another proposed standard which is expected to affect the drowning problem is one for the safe powering of outboard boats.

In developing proposals in all of these areas, the Coast Guard has been working with the American Boat and Yacht Council, the Boating Industry Association, the National Association

of Engine and Boat Manufacturers, and with many interested individuals. It is felt that the steps being taken in the four major areas: (1) personal flotation devices; (2) rated load capacity; (3) flotation of smaller boats when flooded; and (4) matching motor power to boat, will do a great deal to reduce the number of drownings being experienced in recreational boating. Eliminating drownings would eliminate 92 percent of the boating deaths occurring in a typical year.

Future Safety Standards

The Coast Guard is also concerned about the number of fires and explosions occurring, especially on inboard and inboard/outboard powered boats. A major effort is impending, therefore, in the consideration of standards which will reduce the likelihood of gasoline becoming loose in a boat, reduce the chance of fumes or liquid gasoline being ignited, and in general will increase the fire safety of inboard and inboard/outboard powered boats. Development of these standards is expected to begin this year.

The Motorboat Act of 1940 set forth very specific safety standards in some areas, including requirements for backfire flame control on inboard engines and for the carriage of portable firefighting equipment. These requirements will be updated within the concepts of the new law as soon as possible. The Coast Guard has been working for some time with the industry associations in the United States and with the American Boat and Yacht Council, the Society of Automotive Engineers, the National Fire Protection Association, and others on the fire hazard problem in boats and it looks forward with those bodies to reducing the incidence of fuel fires and explosions which, next to collision, are the greatest cause of personal injury, and which cause the largest amount of property damage of any type of accident.

Before leaving the area of specific safety standards, there is the question

of timing. It is clearly very difficult to make a new safety standard effective immediately. There are the manufacturer's problems with retooling, with lead time, and with setting up new procedures. The Act recognizes these problems and states that a standard or regulation shall specify an effective date which is not earlier than 180 days from the date of issuance, except that this period may be increased at the discretion of the Coast Guard to not more than 18 months in any case involving major product design or retooling. However, if it is found that there exists a boating hazard so critical as to require an earlier effective date, the Coast Guard may apply one. This has been done in the case of the interim requirements for lifesaving equipment.

Other Regulations Implementing the Act

Another provision of the Act has a very important effect on those who build boats and associated equipment. This is section 15 of the Act, entitled, "Notification of defects: Repair or replacement." Proposed regulations to implement this section of the law were published in April.

Under the law, boats and equipment must comply with the applicable safety standards. But this compliance does not relieve the manufacturer or the importer (who is, under the law, the manufacturer of an imported item) from further responsibility for the safe design and performance of his product. If, through testing, inspections, investigations, or examination of reports, the Coast Guard determines that any boat subject to the Act (which includes boats now on the waters) contains a defect that creates a substantial risk of personal injury to the public, and if the Coast Guard further determines that notification under the law is appropriate, then the manufacturer must be given this information. He must then issue a notification to the first retail purchasers of the boat, to subsequent purchasers if known, and to the dealers and dis-

tributors to whom he has delivered the boat. He must also provide a copy of the notification to the Coast Guard.

The notification must contain a clear description of the defect or failure to comply with the standard, a statement of the hazard reasonably related to the defect or noncompliance, a clear description of the steps which should be taken to correct the defect, and an undertaking by the manufacturer to correct the defect at his sole cost and expense. The manufacturer is given an opportunity, prior to making notification, to present his view that there is no defect or failure to comply. But after considering the manufacturer's argument, the Coast Guard must make the final determination. If a defect or failure to comply is present and if notification is appropriate, the Coast Guard will direct the manufacturer to make the notification and to provide for repair or replacement.

The defects notification portion of the statute applies primarily to the boat, but it also applies to such items or types of associated equipment which the Coast Guard designates by regulation, considering that such designation is reasonable and appropriate. Designated in the proposed regulations are outboard engines, inboard engines, and stern drive units.

It should be noted that defect notifications may be initiated not only by the Coast Guard but by the manufacturer himself. In other words, the manufacturer has clear responsibility to initiate action himself if he, in the exercise of reasonable and prudent judgment, discovers a defect which creates a substantial risk of personal injury to the public or noncompliance with an applicable safety standard.

One of the most important provisions concerning notification is that the manufacturer shall notify the first (retail) purchasers. The law states that this requirement for notification of first purchasers shall be satisfied if the manufacturer exercises reasonable diligence in creating and main-

taining a list of such purchasers and their current addresses and sends the required notice to each person on this list at the address appearing thereon. It must be emphasized that informing the affected purchasers on such a list is only the first step. The intent of the law is clear that *all* affected purchasers be notified. The law authorizes the Coast Guard to publish or otherwise disclose to the public so much of the information contained in information received from the manufacturer, or other information in its possession as is determined to be necessary to carry out the purposes of the Act. The type and extent of Coast Guard followup action will depend, in large part, on the effectiveness of the manufacturer's initial notification. Thus, regardless of how diligent a manufacturer is in maintaining a first purchaser list, his notifications effectiveness will have to be evaluated in each case and appropriate followup action will have to be taken, preferably by him, but if need be by the Coast Guard.

The question often arises as to the applicability or time limit on the defect notification provisions. In other words, if a boat or equipment item made five years ago develops a defect which is reportable under the provisions of section 15, would the Coast Guard require notification? This must be handled on a case-by-case basis depending on the severity of the defect, the extent and number of items to which it applies, and other factors. By statute, the final decision on the necessity of notification is determined by the Coast Guard on both whether the defect exists and whether notification is appropriate.

In addition to the proposed regulations for defect notification, the Coast Guard has also published other proposed regulations of an administrative nature. These proposed regulations concern the compliance program; that is, the procedures and methods which must be used to evidence compliance, and the requirements for boat identification and serial numbers.

Summary

The Coast Guard is actively engaged in implementing the Federal Boat Safety Act. The intent of the law is that the boat and equipment delivered into the consumer's hands meet reasonable safety standards and are free from serious safety defects. But this is only one part of the total balanced safety program. The Coast Guard is working equally hard with the public, with the manufacturers and with the various States to improve the education of the American boatman and to assist the States in enforcing marine laws. A knowledgeable and informed boatman operating in an area with good consistent law enforcement and with a boat and equipment which is safe will make a substantial impact on the boating safety picture and will make recreational boating a more enjoyable and safer pastime for the American public. ✻

Boating Accidents

(Continued from page 112)

occurred between 4 and 6 p.m., 13.4 percent.

The highest percentage of vessels involved in accidents, 30.7 percent, occurred on Sundays, followed closely by the 26 percent of the vessels involved in accidents that occurred on Saturdays. Saturdays also accounted for the highest percentage of fatalities, 27.9 percent, compared to Sundays, 25.7 percent.

Most boating accidents occurred in the months of July and August, with 18.9 and 16.8 percent, respectively. The largest percentage of fatalities occurred in the month of May, with 14.9 percent. July had 14 percent of the fatalities, and August 13 percent.

For more detailed information on recreational boating accidents, copies of "Boating Statistics—1971," CG-357, are available to all interested parties. Write: U.S. Coast Guard BD-2), 400 Seventh Street SW., Washington, D.C. 20590. ✻

IF YOU DON'T KEEP IT WHERE YOU CAN GRAB IT, WHAT GOOD IS IT?

That our minds are glutted with slogans and catch phrases is no new phenomenon. From the famous words of our Maker, "Let there be light," to Mark Antony's, "Friends, Romans, Countrymen" harangue, and including the recent recorded rhetoric represented by, "Aren't you glad you use (beep, beep), don't you wish everybody did?" men have continued to invent fanciful combinations of words. Why? To unlock the vaults of the mind for the purpose of long-term storage.

"While the Coast Guard has never professed to be God, William Shakespeare, or Madison Avenue, we're trying," laughed one boating safety huff as he sat down to think up another slogan. "Howzis?" he added. "Don't Fuel Around."

The office where the Coast Guard folks dream up their immortal gems looks more like an ad agency than a military establishment. "And why not?" asks Lawrence Baker, a civilian safety information specialist employed by the Coast Guard. "We're dealing with the public . . . selling 'em a product. Safety, packaged like candy, should sell like hot cakes . . . well, at least like warm ones. So, we use some humor, some sex appeal, logic and emotion to get people to buy: To buy the concept of safety afloat."

With the enactment of the Federal Boat Safety Act of 1971, the Coast Guard has given even greater empha-

sis to promoting boating safety. "With almost 1,600 boating deaths last year, we can't afford to sit back and watch," commented the Chief of the Office of Boating Safety, Rear Adm. Austin C. Wagner. He continued, "What we must do is arouse public awareness to the dangers, as well as the pleasures of recreational boating. We've added to our own staff to bolster our efforts, and we've joined hands with a top ad agency, Ketchum, MacLeod & Grove, so that our pitch looks professional."

And it is.

A marketing plan has been devised employing a three-campaign program. These campaigns have been divided into several prime areas. The first campaign, initiated last fall, was designed to motivate the public to take advantage of free boating safety courses given by organizations such as the Coast Guard Auxiliary, Power Squadrons, Red Cross, and State educational agencies. The second campaign deals with specific safety factors and regulations, and the availability of public services such as the Auxiliary's free courtesy motorboat examinations. This campaign is to be undertaken during the late spring and summer months. The third area, stressing the perils inherent in such water-related sports as hunting and fishing, is slated for next fall.

Says Lawrence Baker, "The very essence of our multimedia programs is motivation, persuasion, and ultimately, education."

"Education is the key," added Admiral Wagner. "But, how do you tell a man who has been boating for years that he just may be flirting with accident or death? How do you persuade 40 million boaters to take a closer look at their favorite sport, before they become a number in an accident report?"

"How? With radio. With TV. With newspapers and magazines. With slogans and phrases," respond the safety information specialists for the Coast Guard and the agency. "That's why we've come up with eye- and ear-catching lines such as SAFE BOATING IS NO ACCIDENT, or SOME PEOPLE DROWN IN THEIR OWN IGNORANCE or DON'T LEARN BY ACCIDENT." But the latest slogan lends itself to the most universal appeal: "IF YOU DON'T KEEP IT WHERE YOU CAN GRAB IT, WHAT GOOD IS IT?" The Coast Guard is *obviously* referring to life-saving devices such as life preservers and vests, though some office wits have drawn other inferences.

Wits such as George Mitchell, the Bob Hope of Boating Safety. Among his contributions to the field are a coloring book and a limerick book, both with a safe boating theme. "So far, the two books are in early production stages, with initial field testing to be performed with the assistance of my 2-year-old nephew. But with poetry like this, how can we go wrong?"

"The Wife of Leif G. Herver
Said her husband would always unnerve her.
'He can't swim a stroke,
An that ain't no joke!'
Yet he won't wear his Leif preserver."

Mitchell and colleague, John Ebersole, a lieutenant in the Coast Guard, are currently basking in the glory of their latest public information/education effort: An introductory programmed learning course entitled: (ALMOST) EVERYTHING YOU EVER WANTED TO KNOW ABOUT BOATING . . . BUT WERE ASHAMED TO ASK. "The demand for this new publication exceeds our wildest expectations," explained Lieutenant Ebersole enthusiastically. "If the people who request our booklet are actually reading and absorbing it," he continued, "we will have come a long way in educating the American boatman in the basics of safety afloat. We hope that the introductory course will stimulate the readers to learn more about boating by looking into the popular courses offered by such organizations as the Coast Guard Auxiliary. And, for those who are unable to take such courses, for one reason or another, we are currently completing a sequel to the introductory lesson, "THE SKIPPER'S COURSE." This second publication will entail a more comprehensive study of the recreational boating field.

Some prospects for the future? "Maybe more work in the way of television," explained Larry Baker. "A Coast Guard unit on the south Jersey coast set an interesting precedent by putting on a children's television series to teach the youngsters the essentials of safety at the shore. Audience response to Charlie Noble, a sailor puppet, and his friends, Gullable Gull and Seaman Denny, was enough to warrant another look into this method of reaching the public. Perhaps a syndicated version of the show could be produced. We're also planning additional TV and radio

spots and greater liaison with the press to augment our current efforts. In any case, there should be no limit to the range of our creative potential."

Smokey the Bear set a precedent in the area of public service advertising. In his tracks have followed many other organizations with a story to tell. The Coast Guard has taken its

own bearings, and in following a new tack, the Office of Boating Safety has embarked upon a broad-based campaign to make the American boating public aware of the boatman's safety responsibilities. "We not only endeavor to make pleasure boating safer," concluded Admiral Wagner, "we're trying to make safe boating more pleasurable!"

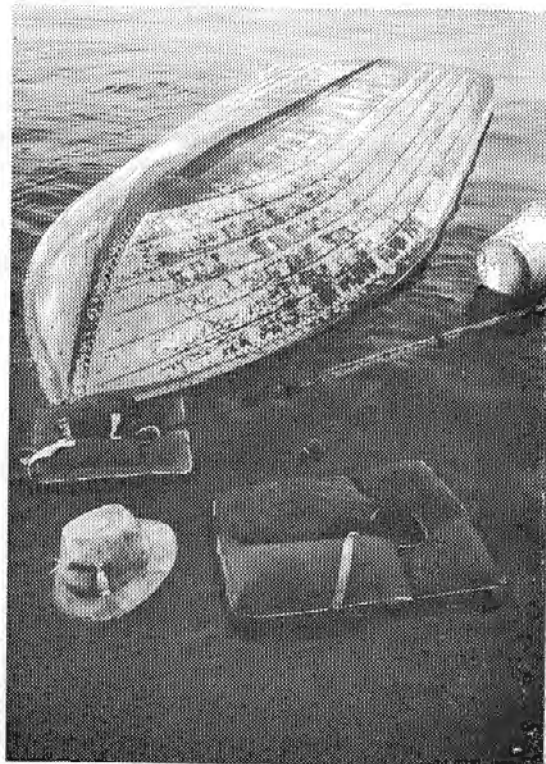
Some people drown in their own ignorance.

If you think a boating accident could never happen to you, you have a lot to learn.

Your local U.S. Coast Guard Auxiliary, Power Squadron, and American Red Cross are willing to teach you.

Take a boating safety course.

**Dept. of Transportation
U.S. Coast Guard**



Don't learn by accident.

This advertisement is an example of the way the Office of Boating Safety employs various communications tools to persuade the boating public to increase its boating safety acumen. Distributed to various national marine oriented magazines and to over 1,000 Coast Guard Auxiliary flotillas, the ad was seen by millions of Americans in their favorite marine journals and hometown newspapers.

AUXILIARY FURTHERS BOATING SAFETY

As more and more Americans discover the joys of recreational boating and continue to take to the Nation's waterways in ever-increasing numbers, the importance of boating safety continues to grow apace. It is becoming increasingly important to educate the growing boating public in safe boating skills and practices. Therefore, the assistance of the Coast Guard Auxiliary is invaluable to the U.S. Coast Guard, whose responsibility it is to try to make pleasure boating safe. To this end, the more than 32,300 volunteers of the Auxiliary are actively engaged in three major areas of activity: Public boat-

ing education, courtesy motorboat examination, and operational activities.

At the present time, there are five tuition-free boating courses being offered to the public by the Auxiliary. Boating Safety and Seamanship is a comprehensive 12-lesson course, providing instruction in aids to navigation, rules of the road, charts and compasses, boating laws, marine engines, sailboating, marlinspike seamanship, radiotelephone, weather, maneuvering, and safe motorboat operations. The seven-lesson Principles of Safe Sailing covers sailing terminology, principles of sailing, basic sailboat handling, lines and knots, and methods of handling

emergency situations. Both of these courses are new for 1972.

For those who do not have the time for the 12-lesson course, Safe Boating is a compact three-lesson course which covers elements of good seamanship, rules of the road, aids to navigation, knots, and safe boating handling. There are also one-lesson courses in Outboard Motorboat Handling and Basic Boating for Hunters and Fishermen. Nearly 236,000 students participated in the Auxiliary's courses during 1971.

The Auxiliary's Courtesy Motorboat Examination (CME) is a free equipment check administered only upon the boat owner's request. On



In the photo at right, two members of the Coast Guard Auxiliary perform a Courtesy Motorboat Examination at a Courtesy Motorboat Examination Station. Such Auxiliary activities are a great aid in insuring boating safety. At left, as part of a Courtesy Motorboat Examination, Auxiliary members check a fire extinguisher. Instrumental to the organization's valuable assistance to the Coast Guard are the Auxiliary's tuition-free educational courses offered to the public.

passing the CME, a boat receives the yearly seal of safety decal, the sign that a boat complies with all Federal requirements, as well as the additional safety standards of the Auxiliary. Should a boat be found deficient in any areas, no report will be made to any law enforcement agency; rather, the owner will be apprised of the deficiencies so that he may voluntarily correct them. During 1971, more than 260,300 CME's were administered by qualified auxiliarists.

Operational activities of the Auxiliary include regular participation in regatta and safety patrols and assists to fellow boatmen in distress. In 1971, auxiliarists participated in nearly 27,000 patrols, and their assistance directly resulted in saving the lives of 397 boaters in distress.

The U.S. Coast Guard Auxiliary is a volunteer, nonmilitary organization which any U.S. citizen 17 years or older is eligible to join. The only other requirement is that he/she own at least 25 percent interest in a boat, aircraft, or radio station, or have a special talent or skill that would be useful in the boating safety field. ⚓



Harry Osbourn (right), National Commodore of the U.S. Coast Guard Auxiliary is shown here receiving a plaque from Vice Adm. Thomas R. Sargent III, Assistant Commandant, U.S. Coast Guard.

TRAINING FOR SAFETY

As the field of boating safety continues to grow, the need for well-trained boating safety personnel also grows. To meet this need, the Coast Guard is establishing new training programs and giving older ones a new look.

NATIONAL BOATING SAFETY SCHOOL

One of the newest efforts to prepare personnel for boating safety duties can be seen in the National Boating Safety School (NBSS) at Yorktown, Va. Established on January 10, 1972, this school offers a 6-week course of instruction to both



Civilian officials assigned boating safety law enforcement duties are eligible to attend the National Boating Safety School. One such official receives his certificate of completion from Capt. David F. Lauth of the Office of Boating Safety, U.S. Coast Guard Headquarters.

Coast Guardsmen and civilian law enforcement officials.

The NBSS curriculum includes such subjects as: Federal boating laws (with special emphasis on the Federal Boat Safety Act of 1971); basic law enforcement techniques, stressing human relations; first aid; public relations; instructor training; boat handling; and driver training. The course is so designed that a large part of the program takes place on the water.

A staff of experienced personnel is aided in its instruction by a modern classroom facility that includes the latest in audio-visual training equipment.

The school's summer schedule will offer a series of 2-week boating safety indoctrination classes for Coast Guard Reservists. The regular 6-week course will convene on September 25, with additional classes starting November 13, 1972, January 8, February 26, and April 16, 1973. All Coast Guard enlisted personnel and civilian officials assigned boating safety law enforcement duties are eligible for attendance.

REGIONAL SCHOOLS

For those experienced in boating safety who need not attend the 6-week program at Yorktown, other forms of instruction are being offered. One of the more familiar to Coast Guard personnel is the Regional Boating Safety School (formerly the Boating Safety Instructor School). For over a decade the Coast Guard has conducted this school on an annual basis with 1-week classes being held at various locations. In fiscal year 1973, the regional program will offer four 1-week programs designed to meet the training needs of both Coast Guard and civilian boating safety officials; the dates and locations are yet to be selected. For the first time, a concurrent curriculum will be offered. This will include



Boarding officers, while trained to help prevent casualties, are also familiar with how to assist in the event of an emergency.

simultaneous classes on a variety of subjects with each aimed at a particular level of experience.

CORRESPONDENCE COURSE

In those cases where personnel are unable to attend either of the aforementioned schools, another alternative will soon be available in the form of BOSAF-1. This is the short title for the new boating safety correspondence course which is being written by the Coast Guard Institute at Oklahoma City. Consisting of six lessons and dealing with a wide range of boating safety related topics, this course will be available for distribution by July 1972.

UNIT TRAINING

The final and perhaps most important element in the Coast Guard's boating safety training program is that of unit training. Each year, thousands of boats are examined by

Coast Guard petty officers assigned to shore stations and ships throughout the service. To prepare these petty officers for their mission, annual training is conducted by the experienced members of a Boating Safety Detachment (Bosdet). To aid them in their instruction, the Bosdet's are for the first time being supplied with a standardized training course and training aids.

The new course includes 32 hours of instruction, and is required to qualify personnel for duty as an officer-in-charge of a safety patrol. Also, this training is required for those petty officers who may be called upon to terminate the use of a boat in accordance with the new Federal Boat Safety Act. Requalification is required every 2 years.

In summary, as the Coast Guard strives to improve its service to the American boating public, successful training provides the key. ‡

maritime sidelights

National Safe Boating Week

National Safe Boating Week has once again been declared by presidential proclamation, and is to be observed this year during the week beginning July 2. Designed to draw the attention of the recreational boating public to the necessity of curbing boating accidents, National Safe Boating Week has been annually observed since 1958, though during the 2 previous years safe boating weeks were supported by local organizations such as the Coast Guard Auxiliary. It was 1958 when the occasion was first marked by presidential proclamation.

The National Safe Boating Committee provides promotional assistance on a national scale for National Safe Boating Week. Comprising the committee are: American Boat and Yacht Council, Inc.; American National Red Cross; American Power Boat Association; American Water Ski Association; Boat Owners Association of the United States; Boat Owners Council of America; Boy Scouts of America; Corps of Engineers; National Association of Engine and Boat Manufacturers, Inc.; National Association of State Boating Administrators; National Boating Federation; National Fire Protection Association; National Oceanic and Atmospheric Administration; National Safe Boating Association; National Safety Council; Outboard Boating Club of America; U.S. Coast Guard; U.S. Coast Guard Auxiliary; U.S. Power Squadrons; Underwriters' Laboratories, Inc.; and, the Young Men's Christian Association.

Chairman of the committee is Rear Adm. Austin C. Wagner. Admiral Wagner is Chief of the Coast Guard's Office of Boating Safety.

Each member organization seeks local support for National Safe Boating Week through its field units, while

the committee attempts to obtain support on a national level such as from State proclamations. As of this writing, almost 50 percent of the Governors of the 55 States and jurisdictions are known to have given their backing to this year's observance.

To publicize this week, 7,500 promotional kits and some 60,000 posters have been distributed. In addition, 30- and 60-second television and radio spots are being distributed to virtually every outlet in the country.

It is suggested that parties interested in observing National Safe Boating Week first contact a local representative of the National Safe Boating Committee membership to obtain promotional materials.

Communications

The Coast Guard has been queried by the boating public to clarify the Federal Communications Commission's rulings for converting from double sideband (DSB) to single sideband (SSB), and on the use of VHF-FM onboard nongovernment ship stations. Therefore, to help clarify the situation, we are providing our readers with a recent FCC statement regarding these marine communications regulations:

A. For frequencies in the band 1605-4000 kHz, marine communications are in a period of transition from a transmission technique known as double sideband (DSB) to a new and improved technique known as single sideband (SSB). Also, VHF-FM is becoming the primary short range communications system for maritime mobile service in the United States. Frequencies used are in the 156-162 MHz band. The following applies to ship stations:

B. DSB equipment for operation on frequencies in the band 1605-4000 kHz may be installed in a ship radio station until January 1, 1972.

The same licensee may use the DSB equipment until January 1, 1977. The following applies to the use of DSB equipment during the transition period from January 1, 1972 to January 1, 1977:

1. Only the DSB equipment installed before January 1, 1972, may be used, and then only by the person holding a license issued to him for the band 1605-4000 kHz before January 1, 1972.

2. The license must have been continuously in force subsequent to January 1, 1972, that is, it must not be allowed to expire and must not have been canceled or revoked by the Commission.

3. In case the licensee wishes to use the DSB equipment on a vessel other than the one for which a license was issued before January 1, 1972, he must submit the old license for cancellation at the time he submits an application for a license on the new vessel.

4. After January 1, 1972, authority to operate DSB equipment may not be transferred to another party even though the equipment is on the same boat for which a license was previously granted. In other words, the purchaser of a vessel after January 1, 1972, must be prepared to install VHF/FM equipment only, VHF/FM, and SSB equipment or DSB equipment for which he holds a license on another boat.

C. SSB transmitters may be installed now and may be operated under a license which authorizes use of frequencies in the band 1605-4000

kHz. SSB transmitters may be used to communicate with stations equipped with either DSB or SSB equipment. Transmitter installations made after January 1, 1972, for operation in the band 1605-4000 kHz must be capable of SSB operation. All transmitters for operation on these frequencies after January 1, 1977, must be capable of SSB emissions.

D. VHF/FM transmitters may be installed now, and may be operated under a license to use frequencies in the band 156-162 MHz. A fee is not required with an application for modification of license solely to add these frequencies. VHF/FM transmitters are required to be installed after January 1, 1972, when a SSB transmitter to operate in the band 1605-4000 kHz is installed.

Coast Guard Boating Safety Newsletter

The *Boating Safety Newsletter*, a quarterly publication of the Office of Boating Safety's Safety Information Branch, is currently expanding its distribution lists and interested parties are requested to submit their names and addresses to be placed on the mailing list.

The *Newsletter*, formerly the *Liaison Letter*, was established initially as a communications link between the Coast Guard and the State Boating Law Administrators. However, as the publication has increased in content, and as its scope has been broadened to include information of interest to the general boating public, more and more people have requested that they receive the publication.

Articles in the *Newsletter* range from discussions of the latest issues in the field of boating safety, to directories of various boating safety-related organizations. In many cases, the articles have been written and submitted by interested individuals and organizations who wish to notify our readership of particular events or developments in the realm of recreational boating. The bulk of the articles, however, originate in the Office of Boating Safety, to keep the public up-to-date with regard to classes, publications, and changes in or implementation of boating laws.

To submit an article for consideration, or to be placed on the mailing list, please write to: Editor, *Boating Safety Newsletter*, U.S. Coast Guard (BBE-1), 400 Seventh Street SW., Washington, D.C. 20590. ✉

COAST GUARD BOATING SAFETY PUBLICATIONS

Except where otherwise noted, the below publications are available to the public by writing to: U.S. Coast Guard (BBE-1), 400 Seventh Street SW., Washington, D.C. 20590.

TITLE OF PUBLICATION

- | CG No. | |
|--------|---|
| 3892 | <i>Marine Emergency and Distress Information Sheet.</i> A list of radio telephone procedures to be followed when aboard a vessel in trouble or when observing another vessel in distress. |
| 357 | <i>Boating Statistics 1971.</i> A statistical analysis of boating accidents reported during 1971. Data presented by State, size of boat, type of accident, et cetera. |
| 427 | <i>Does a BOSDET Bite?</i> This pamphlet is designed to educate the public as to what is involved in a Boating Safety Detachment boarding. Also listed are necessary safety equipment and safe boating rules. |
| 423A | <i>Marine Communications for the Boating Public.</i> Pamphlet covers regulations and procedures for radiotelephone operation aboard recreational craft. |
| 428 | <i>(Almost) Everything You Ever Wanted to Know About Boating . . . But Were Ashamed to Ask.</i> A small programed learning text in pamphlet form. It is designed to familiarize the novice boatman and refresh the memory of the more experienced boatmen with basic safety rules afloat. |
| 193 | <i>Aids to Navigation Manual.</i> The booklet is available in limited quantities. It contains information on the aids to navigation system in the United States, covering various types of devices, their markings, and their uses. |
| 177 | <i>Yacht Admeasurement and Documentation.</i> The pamphlet gives the requirements and procedures for having a yacht documented. |
| 290 | <i>Pleasure Craft: Federal Requirements for Motorboats.</i> The pamphlet gives Federal regulations with regard to equipping motorboats. <i>Pleasure Craft</i> describes proper lighting of vessels, lifesaving devices, numbering requirements, and other Coast Guard-approved equipment necessary for the safe, legal operation of a recreational craft. Also provided is safety information and a brief description of the agencies involved in boating safety. |
| 151 | <i>Emergency Repairs Afloat.</i> Pamphlet describes hints for trouble-shooting marine engines and emergency techniques to keep safe during a distress at sea. |
| | <i>Overloading and Improper Loading.</i> A 4-page pamphlet describing the hazards of improper loading of small craft. |
| 386 | <i>Catalog of United States Coast Guard Films.</i> A listing and brief discussion of the films available through the Coast Guard Public Information Lending Library. |
| 433 | <i>Skippers Course.</i> An advanced programed learning course designed to instruct the recreational boatman who is unable to attend Auxiliary or Power Squadron boating safety courses. This pamphlet is available for purchase from the Government Printing Office. |
| 340 | <i>Recreational Boating Guide.</i> A booklet available for \$0.60 from the Government Printing Office. The Guide gives useful information on all aspects of recreational boating. Write Superintendent of Documents, Government Printing Office, Washington, D.C. 20402. |
| | <i>News Releases.</i> The Safety Information Branch (BBE-1) prepares news releases publicizing the activities of the Office of Boating Safety. These releases are coordinated with Coast Guard Public Information services when necessary, and distributed to the appropriate news media and interested persons. |
| | <i>Coast Guard Boating Safety Newsletter.</i> (See separate article for information concerning this publication.) |

Title 3—The President

PROCLAMATION 4105

National Safe Boating Week, 1972

By the President of the United States of America

A Proclamation

Boating on our Nation's waterways has become a source of recreational pleasure for a rapidly increasing number of Americans. Increased use means more enjoyment for more people, but it carries with it an increased responsibility as well. Those who use our waterways must take greater care to observe the rules of good seamanship and of boating safety.

To focus national attention on the need for safe boating practices, the Congress, by a joint resolution approved June 4, 1958 (72 Stat. 179), requested the President to proclaim annually the week which includes July 4 as National Safe Boating Week.

NOW, THEREFORE, I, RICHARD NIXON, President of the United States of America, do hereby designate the week beginning July 2, 1972, as National Safe Boating Week.

Many boating tragedies could be avoided through education and common sense. I urge all Americans who use our waterways to take advantage of the numerous boating safety courses offered by governmental and private organizations, such as the United States Coast Guard, the Coast Guard Auxiliary, the United States Power Squadrons, the American Red Cross, and various State agencies.

Last August I signed into law the Federal Boat Safety Act of 1971, designed to improve boating safety and to encourage State participation in boating safety efforts. I invite the Governors of the States, the Commonwealth of Puerto Rico, the Virgin Islands, Guam, and American Samoa, and the Commissioner of the District of Columbia to cooperate in implementing that act, and in providing for the observance of National Safe Boating Week.

IN WITNESS WHEREOF, I have hereunto set my hand this fifth day of February, in the year of our Lord nineteen hundred seventy-two, and of the Independence of the United States of America the one hundred ninety-sixth.





SAFE BOATING

IS NO ACCIDENT



**NATIONAL
SAFE
BOATING
WEEK
JULY 2-8
1972**