

Boating Safety

Priorities to Keep Our Nation's Boaters and Waterways Safe

Engine Cut-Off Devices

Mandatory wear of engine cut-off devices is supported by manufacturers, dealers, the boating safety community, state law enforcement, and boaters.

- ▶ The National Boating Safety Advisory Council has issued several resolutions supporting mandatory wear of engine cut-off devices.
- ▶ The USCG has yet to take action after issuing a rulemaking over 5 years ago!
- ▶ Manufacturers of new boats and engines already install engine cutoff switches as a standard safety feature—there is no additional cost to consumers!
- ▶ Use of engine cut-off devices will save lives, prevent injuries, and protect law enforcement from perilous situations of runaway boats.
- ▶ Require operators of boats under 26 feet in length to wear an engine cut-off device when: (a) the vessel is operating on plane or above displacement speed and (b) the engine cut off switch is factory equipped. Cabin cruisers under 26 feet should be excluded.

Flares & Visual Distress Signals

- ▶ Most vessels operating in the U.S. must be equipped with visual distress signals to help signal for help.
- ▶ While flares are a useful visual distress signal, there are 2 critical problems:
 - When use is needed, the pyrotechnic device may be expired and fail to work properly.
 - There are no good means of properly disposing flares, causing significant environmental and safety concerns.
- ▶ Solutions:
 - The Coast Guard should adopt standards for alternative visual distress signals, such as LED lights, providing boaters a reliable and safe alternative to traditional flares.
 - Allow carriage of Emergency Locator Devices (EPIRBs) or Personal Locator Beacons (PLBs) as an alternative carriage for visual distress signals.

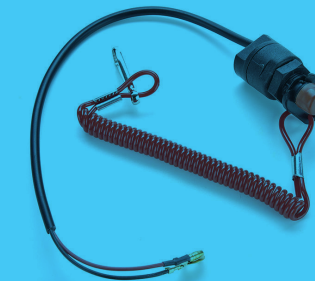
ACTIONS FOR LEADERS TO TAKE

- 1 Support boating safety legislation in the 2017 USCG Authorization that tackles: mandatory engine cut-off devices, visual distress signals, and on-water education.
- 2 Allow for carriage of alternative distress signals, such as LED lights, EPIRBs, and PLBs, which last longer and do not have disposal issues.
- 3 Increase grant funding for hands on skills training programs.
- 4 Reduce barriers for educational instructors—current “master captains license” are onerous, expensive, and inflexible for all training programs.
- 5 Require Certificates of Documentation be renewed every 5 years for recreational vessels.

EPIRBs



ENGINE CUT-OFF DEVICE



FLARE / GPS DEVICE

