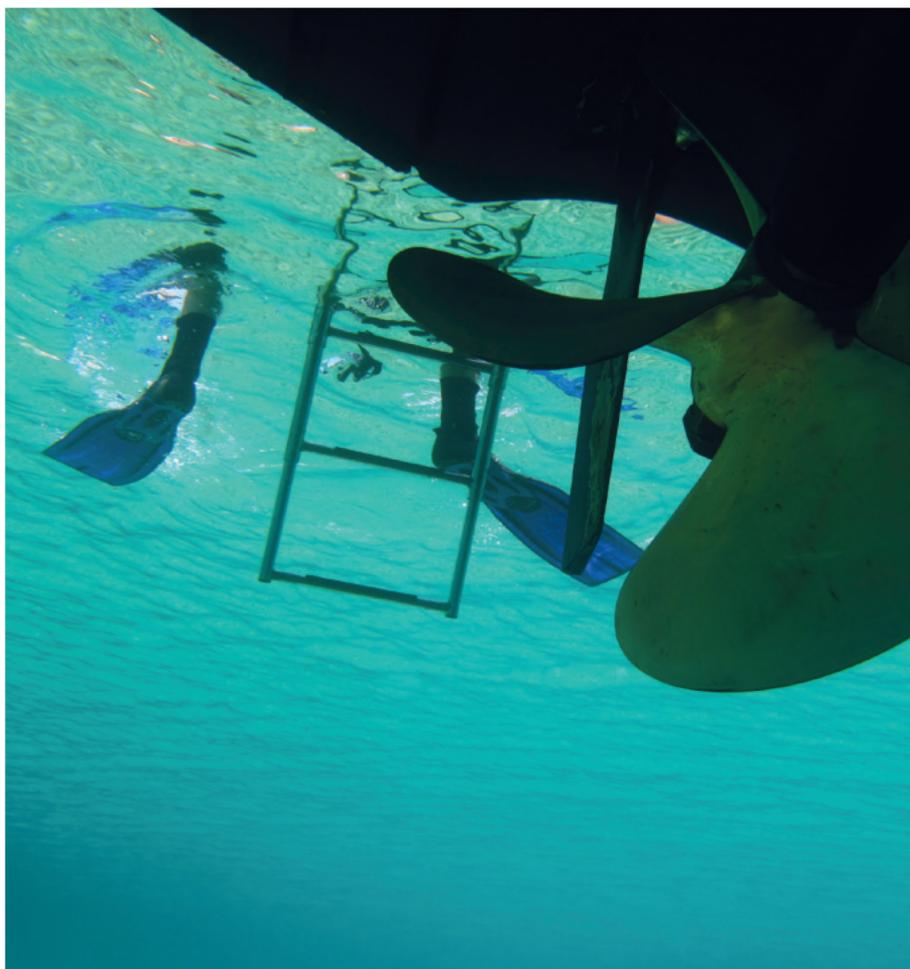




PREPARE FOR THE DANGERS BELOW THE WATER.



**BEWARE THE DANGERS OF
PROPELLER STRIKES**



**LESSEN THE DANGERS OF
COLD-WATER IMMERSION**



CREATING A SAFE BOATING CULTURE 365 DAYS A YEAR

The focus of **Boat Live 365**[®] is on key areas of interest, determined by the U.S. Coast Guard, to help lower the rate of boating accidents, incidents and fatalities nationwide. This pamphlet focuses on two of those areas.

COLD IS HELL



The human body does not like cold water. And when the water gets down to just 60°F or lower trouble isn't far. **FACTS:** your body loses heat faster in water than in air and if your body temperature drops by just 3.5°F – hypothermia begins. Pretty scary stuff.

Hypothermia is the result of your body's inability to maintain its core temperature (98.6°F). In an attempt to protect your vital organs (brain, heart, lungs) your brain will start to shut down less necessary body parts and functions.

Your body loses heat faster in water than in air.

In as little as three minutes, your judgment and coordination are adversely affected. After 30 minutes you're in danger from the collapse of your arterial blood pressure leading to cardiac arrest.

If the unexpected happens and you go overboard into cold water, here's what you can do to help minimize heat loss. First tighten your life jacket, collar, cuffs, hood, shoes, etc. – anything and everything to help reduce water flow around your skin. **Assume the HELP position (Heat Escape Lessening Posture)** where you bring your knees to your chest and your arms grasp your lower legs. This helps protect the body's three major areas of heat loss, which are the head/neck, groin and armpits.

3,200 RPMS, 160 IMPACTS, 1 SECOND



Have you seen the results of a propeller strike? It's horrific and you cannot get the images out of your head. With the growing number of recreational boating activities involving towing (skiing, tubing, wake boarding, etc.), more and more people are out in the water in the middle of boat traffic. We want to make sure everyone is properly trained in maneuvering and recovering people from the water. And the operator must wear a lanyard attached to the engine cut-off switch. If he doesn't and is thrown overboard, that's a boat, and a propeller, out of control with people in the water.

If your day on the water includes towing activities, we greatly encourage you to have an orange or red flag on your vessel that you can fly while maneuvering near people. This will warn other boaters to stay clear during the recovery.

Always approach a person in the water from downwind (leeward) for better boat control, and on the helm side so the skipper can maintain visual contact with the person in the water. Stop the boat when the person is near the bow. Secure the engine and place the throttle in gear to prevent auto-propeller rotation and accidental starting of the engine. Have the person use a boat ladder on the downwind side (leeward) or swim platform to get in the boat. You can NEVER be too cautious when recovering someone from the water.

A typical three-blade propeller running at 3,200 rpms can inflict 160 impacts in 1 second.

The focus of **Boat Live 365** and its key areas of interest are determined by the U.S. Coast Guard. It's important for us all to be aware of and discuss each of them, all year long.



The dangers of drinking alcohol, taking drugs and other irresponsible behavior on the water.



The importance of reporting boating accidents.



The importance of wearing a life jacket and life jacket standards.



The dangers of propeller strikes and emphasizing the use of an emergency engine cut-off device.



The dangers of cold-water immersion and how to lessen the danger.



The benefits of keeping a lookout and navigation rules and aids.



The importance of boater safety training.



The responsibility of boat operators keeping themselves and others safe.



The dangers of being poisoned by carbon monoxide.

BOATING IS SERIOUS FUN.

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