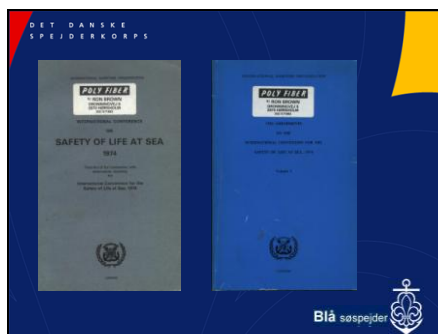


Sailing Safetly

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DET DANSKE
SPEJDERKORPS



6.7 All lifeboats shall be designed with due regard to the safety of persons in the water and to the possibility of damage to the propulsion system by floating debris.

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DET DANSKE
SPEJDERKORPS




Seen in Alsgård

Blå søspejder

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DET DANSKE
SPEJDERKORPS




Seen in Alsgård

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DET DANSKE
SPEJDERKORPS



KDY Skovshoved

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DET DANSKE
SPEJDERKORPS

In a study using national, medically verified data, boat propellers were responsible for an estimated 1153 injuries during September 1991- August 1992. The U.S. Coast Guard reported 174 persons injured / 5 dead by propeller strikes during 1996. Propeller injuries are frequently not reported. Brunswick settled the Lewis case for an estimated \$700,000 in 1998, which probably pales in comparison to legal fees incurred while defending this case all the way to the Supreme Court.

Fra US Coast Guard report

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DET DANSKE
SPEJDERKORPS

On Maritime Law - Propeller guards: Supreme Court provides some answers, many questions

On December 3, the U. S. Supreme Court decided the case of *Sprietsma v. Mercury Marine*. The impact of this ruling, which allows lawsuits to proceed against makers of boats and engines without propeller guards, will affect the recreational boating industry for many years to come.

From the Daily Record

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DET DANSKE
SPEJDERKORPS

AGENCY: Coast Guard, DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to require owners of non-planning recreational houseboats with propeller-driven propulsion located aft of the transom to install one of two propulsion unit measures or employ three combined measures. This change responds to recommendations made by the National Boating Safety Advisory Council (NBSAC). The proposed rule would reduce the number of boaters who are seriously or fatally injured when struck by a non-planning recreational houseboat with propeller-driven propulsion.

From Coast Guard news

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Sailing Safetly