

ings by some boaters who knew their significance, and the failure of boaters to use available lifesaving devices.

RECOMMENDATIONS

The Safety Board concurs with the Commandant relative to the recommendations of the Marine Board with the exception of recommendation 5 concerning deferral of legislative proposals which would authorize law enforcement personnel to "deter" small boat operators from operating when hazardous sea conditions exist, until all other means to effect voluntary compliance have been considered. As pointed out, the Safety Board considers that preventive action is necessary in this matter. Accordingly, the Safety Board recommends, in addition to the recommendations of the Coast Guard, that:

1. The Coast Guard seek legislation which would provide legal authority to stop operators from proceeding into adverse weather and sea conditions. (M-68-18)
2. The Congress give favorable consideration to the proposed Recreational Boat Safety Act of 1968 (H.R. 15223) or a bill which would encompass similar provisions. (M-68-19)
3. The Coast Guard, through its State boating liaison, encourage the use of a voluntary registration card system at public and private boat launching sites and marinas. (M-68-20)
4. The Coast Guard consider approval of life preservers which are designed to fold in shapes suitable for use as cushions, and readily stowable on or under the seats. (M-68-21)

~~4-2-15~~

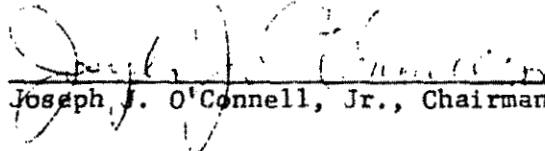
The Safety Board also makes the following recommendations which generally expand the application of the Coast Guard's recommendations:

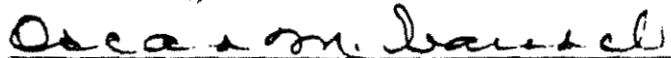
5. The Coast Guard and the States emphasize enforcement procedures against reckless operation of motorboats and cite the operators of unsuitable boats who proceed into adverse weather and sea conditions after being duly warned. The Coast Guard utilize 46 USC 526 1 (a) in appropriate boating areas; the States use comparable provisions of State law. (M-68-22)
6. The Coast Guard Auxiliary, the Power Squadrons, and other boating organizations expand boating education programs, and States give consideration to the use of the State school systems. These programs should stress the importance of obtaining and heeding current local weather information on portable radios. (M-68-23)
7. Based on the apparent success of the plans for preventing recurrence of such accidents in this area since the September 1967 incidents, the Coast Guard should use the experience and the information developed as a result of the meetings between Federal, State, and local officials in the State of Michigan to establish a coordinated emergency communication system and emergency operation plan in all appropriate recreational boating areas throughout the United States. (M-68-24)

(MI-68-25)
8. The Environmental Science Services Administration, in cooperation with the Coast Guard, the Coast Guard Auxiliary, State Boating Administration, U.S. Power Squadrons, and other boating safety groups use the information developed, as a result of the meetings in Michigan, for implementing a weather and sea advisory system in other appropriate recreational boating areas throughout the United States.

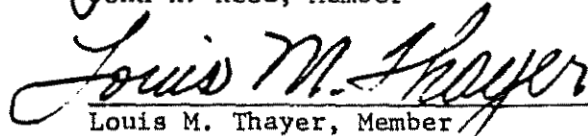
BY THE NATIONAL TRANSPORTATION SAFETY BOARD:

Adopted this 24th day of October, 1968:


Joseph J. O'Connell, Jr., Chairman


Oscar M. Laurel, Member


John H. Reed, Member


Louis M. Thayer, Member


Francis H. McAdams, Member