

## SAFETY INFORMATION NOTICE

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### Propeller Guards

Issued 26 August 2013

#### Issue:

Risk of Propeller Strike

Many propeller accidents are caused by operator inexperience, incompetence, negligence, and intoxication. However, most accidents can be prevented if operators follow a few simple safety practices.

#### Notice:

Evidence has shown that there is the risk of a propeller strike while involved in the following sailing and yachting activities; -

- Safety and rescue boats;
- Mark laying boats;
- Start / finish boats;
- Media boats;
- Coach boats.

Commonly incidents are results of;

- Coxswain falling overboard
- Person in the water during a rescue of a capsized vessel
- **Not maintaining a proper lookout for people in the water.**
- Lack of power boat education and not following best practice and procedures

To help reduce the risk of propeller strikes and hence the risk of injury, state bodies, clubs, sailing schools and coaches should consider the following information, and convey to race officials, volunteers, coaches and sailors where appropriate;

It is recommended that the following practices be employed:

- a. Best practice with regards to safe boating operations through education available in the Yachting Australia Power Boat Programs.
- b. The use of propeller guards for outboard engines at training centres and clubs where there is dinghy and windsurfing training.
- c. The correct use of kill-cords.

In summary,

Yachting Australia recommends all sailing clubs and training centres, which own and use vessels powered by outboard motors to rescue people or capsized boats, to conduct a comprehensive risk assessment and review of the need for propeller guards as part of the risk mitigation.