

NATIONAL BOATING SAFETY ADVISORY COUNCIL

**November 13, 2015
Arlington, VA**

Resolution Number 2015-94-01

Engine Cut-Off Switch Installation and Required Use

WHEREAS, propeller injuries and fatalities have been statistically identified as an area of concern; **AND**

WHEREAS, the National Boating Safety Advisory Council (NBSAC) identified prevention of propeller injuries and fatalities as a potentially important subject of investigation beginning in 2005 (NBSAC Resolution # 2005-76-04); **AND**

WHEREAS, for a ten-year period the NBSAC has consistently provided recommendations to the U. S. Coast Guard regarding relevant safety initiatives to prevent propeller injuries and fatalities including outreach initiatives (NBSAC Resolution # 2006-77-01), requirements for the installation of engine cut-off switches (NBSAC Resolution # 2006-77-02), requirements for operators to use installed engine cut-off switches (NBSAC Resolution # 2006-77-03) and require operators of boats to shut off the engine when individuals in the water are within close proximity of the boat (NBSAC Resolution # 2006-77-04); **AND**

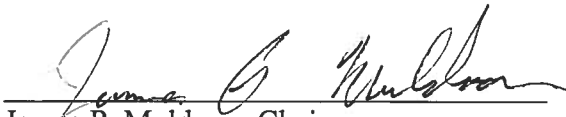
WHEREAS, the U. S. Coast Guard conducted useful analyses (i.e., Casualties Preventable by the Use of an Engine Cut-Off Switch, USCG Office of Auxiliary and Boating Safety, Division of Boating Safety (CG-BSX-2) dated October 16, 2009) and issued an ANPRM soliciting comments on whether it should require engine cut-off switches as a standard safety feature on propulsion machinery and/or starting controls installed on recreational boats less than 26 feet in length, and whether it should require operators of these recreational boats to use engine cut-off switches; **AND**

WHEREAS, several states have adopted regulations applicable to engine cut-off switches, which might serve as precedents for regulatory evaluation and development; **AND**

WHEREAS, NBSAC recommended (NBSAC Resolution # 2015-93-01), *inter alia*, that the U. S. Coast Guard continues its rulemaking process that would require manufacturers of new recreational boats (size and type determination to be supported by the Boating Accident Report Database analysis) to install an engine cut-off device and NBSAC reaffirmed (NBSAC Resolution # 2015-93-02) the need for outreach activities; **AND**

WHEREAS, to date the rulemaking process has not yet been completed and further delay puts recreational boaters at risk.

NOW, THEREFORE, BE IT RESOLVED that the National Boating Safety Advisory Council, meeting in regular session in Arlington, VA on November 13, 2015 asserts its previous recommendations for the timely implementation of regulatory and other initiatives to reduce propeller injuries and fatalities.


James P. Muldoon, Chairman
National Boating Safety Advisory Council