

## V. METHODS OTHER THAN PROPULSION SYSTEM MODIFICATIONS

The primary focus of this investigation has been on devices that shield the propeller from contact with humans. There are other techniques that have potential in protecting humans from propeller strikes. Three categories of such devices will be discussed. The first category is limited to methods that are intended to remind the vessel operator and/or persons in the water of the dangers of the propeller and might be characterized as **Warning Signs**. The second category is limited to those techniques that disable the vessel's engine under certain conditions that could endanger persons in the water and may be characterized as **Interlock Devices**. The third classification is the use of **Boating Laws**.

**Warning Devices** - A number of warning signs have been suggested and some are already in use. A warning sign in common use is placed on the transom to warn of the propeller location and danger. Figure 18 is a photograph of one such sign located on the transom near the boarding ladder.

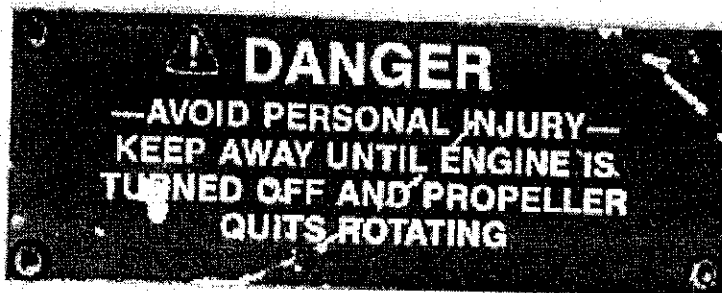


Figure 18. Photograph of Typical Warning Sign.

Another prime location of a warning sign is at or near the helm. In general the authors believe that such warning signs are primarily important from a liability standpoint since anyone operating a vessel and/or swimming near a vessel is probably aware of the danger. There is no evidence to indicate that warning signs would have prevented any of the known propeller strikes. It may still be desirable to use such signs as a reminder of the danger. If these types of signs are used they should be large enough and conspicuous enough so they cannot be overlooked. The lettering should be at least  $\frac{3}{4}$  inch in height with white letters on a red background. A variation on