

FORT HOOD BOATING SAFETY

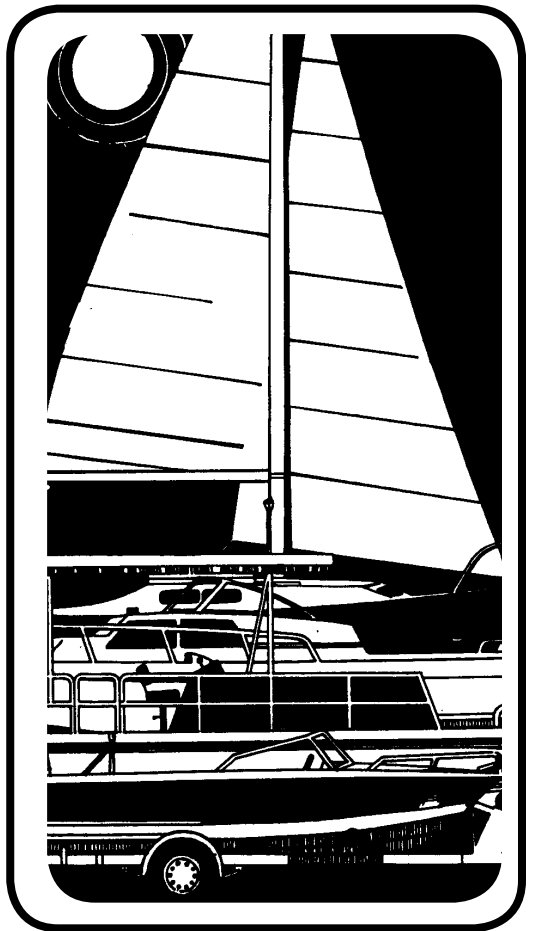
BOATING

Boating is one of America's fastest growing recreational activities. Millions of people go boating for fun and relaxation. When operating a boat you accept the responsibility for the boat and crew, and for others out enjoying the water.

One-half of all drownings involve alcohol; **ALCOHOL AND WATER DON'T MIX!**

If your boat is in good condition and you've taken a few simple safety precautions, you can spend less time worrying about mishaps, failures, foul-ups, and accidents.

Let's take a few minutes to learn some simple rules of water safety.



Can you perform these four basic survival skills techniques in case of capsizing or falling overboard?



1. Can you swim or float on your back for ten minutes while fully clothed?
2. Can you put on a personal flotation device while treading water?
3. Do you know how to use a buoyant cushion correctly?
4. Do you know how to INFLATE CLOTHING as a flotation aid?

The first rule of boating is to know how to swim!!

If you can't swim well, make this your first step toward water safety.

NOTE: *If you plan to boat in cold weather (below 70 degrees) be aware of the dangers of hypothermia.*

As an incentive to boaters to use common sense and obey the law, Texas Parks and Wildlife Wardens patrol all lakes in Texas at random. These officers are policemen on the water, and may issue citations for violations of the Texas Water Safety Act. These patrols are made daily.

SWIMMING

BOATING RULES

Any operator of a government boat involved in a collision or accident will ensure passengers have on life preservers, assist the injured, signal for help, obtain identification of boat and personnel involved.

A government motorboat checked out from the military outdoor recreation will have a driver, observer and a rear view mirror for skiing.

All passengers must wear a personal flotation device at all times.



Five things you do not do while operating a Fort Hood Issued Boat:

1. Do not beach the boat!
2. Do not swim from the boat!
3. Do not stand up in the boat!
4. Do not pick up passengers, except at the military boat dock where you rented the boat!
5. Do not use drugs or alcohol while operating a boat rented from the Fort Hood Marina.
6. If you fall, clasp both hands overhead to signal O.K.
7. Hold up ski after falling in a crowded area.



1. *Improper loading or overloading*

2. *Disregard for weather conditions*

Avoid foul weather by heeding small craft advisory. Check weather before you start. If weather looks bad, head back to dock.

3. *Improper lookout*

Failure to maintain forward lookout is the chief cause of collisions.



4. *Falling overboard*

Hanging over the side or riding the bow, along with unexpected turns, leads to person overboard.

5. *Unsafe fueling practices*

Know and follow safe fueling practices. Keep engine and equipment in good, safe condition.

6. *Use of alcohol or other drugs*

Alcohol and other drugs impair judgement and greatly reduce your ability to react quickly.

**COMMON CAUSES OF
BOATING ACCIDENTS**

FIRE

Fumes from 1/2 pint of gasoline have the explosive power of 15 sticks of dynamite.

How to prevent boat fires

1. Use of fire proof materials for interiors.
2. Keep bilges free of oil, gasoline, and rags.
3. Carry gasoline in acceptable safety containers, never store below deck.
4. Use approved alcohol or kerosene in pressure stove for cooking. Never use gas or gravity fed stoves.
5. Carry fire extinguishers, check frequently.
6. Never fuel at night, except under well lighted conditions.
7. Patronize safety-conscious fueling stations.
8. Portable fuel tanks should always be removed from boat before fueling.

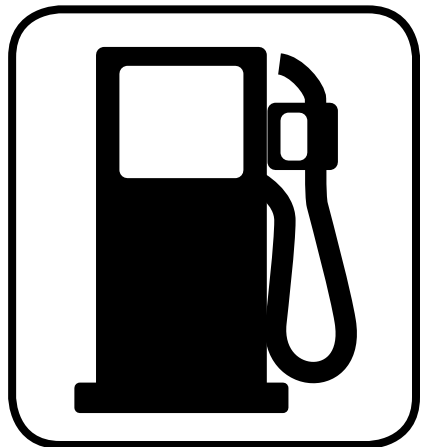


Fueling for permanently installed tanks

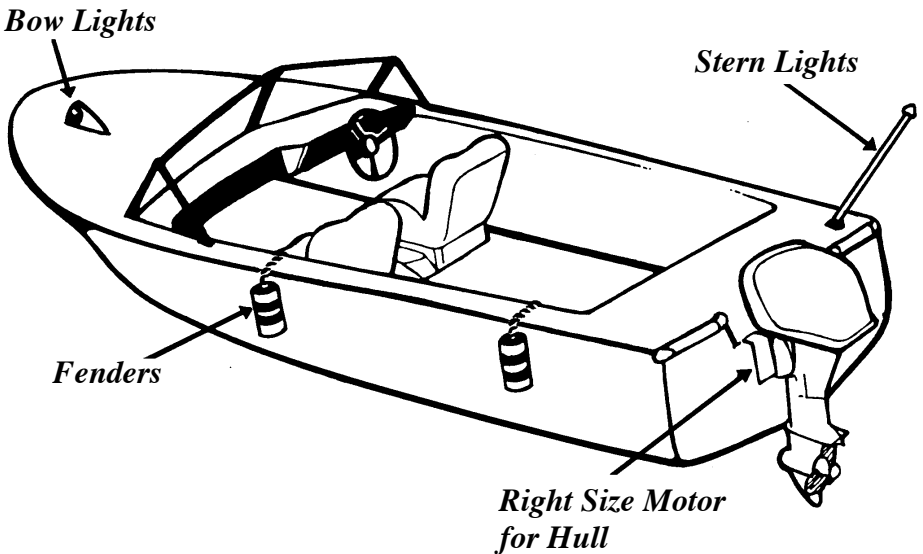
Before: See that the boat is properly moored. Remove all passengers, forbid smoking, shut down engine, fans, motors, etc. Extinguish all flames and fires. Make sure extinguisher is handy. Close ports, doors, and hatches.

During: Do not overload tanks, allow for expansion. Don't let one drop of gasoline get below decks. Make sure hose nozzle or can makes metal to metal contact with fill pipe.

After: Secure fill cap tightly, wipe up any spillage, open all ports, doors, etc. and ventilate for five minutes. Operate bilge blower to ventilate enclosed spaces and bilges. Always operate blower before starting engine.



- *Registration Numbers & Validation Decals*
- *Acceptable Gas Can*
- *Clean Bilge-No Dry or Oily Rags*
- *Proper Ventilation Ducts*
- *One or Two Anchors with Ample Line*



NOTE

Port is the left side of the boat facing the bow from the stern.

Starboard is the right side of the boat facing the bow.

Bow is the front end of the boat.

Stern is the rear end of the boat.

A SAFE BOAT

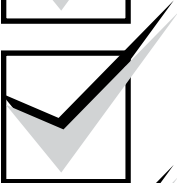
CHECKLIST



PFD, Coast Guard approved, one for each person, suitable size



Fire extinguisher, look for testing seal



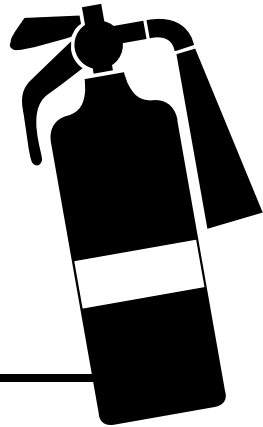
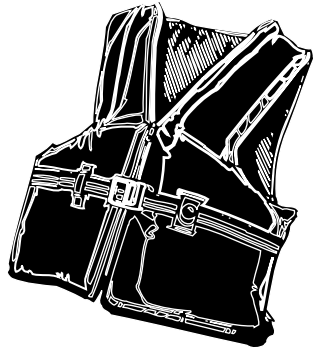
Bilge pump



Extra line for towing



Paddles or oars



- 1. Is it well built?*
- 2. Is it well equipped?*
- 3. Does the boat meet minimum requirements of the U.S. Coast Guard?*
- 4. Does it comply with state regulations?*

Width

One of the few absolute limits in trailering a boat is its width. Without a special permit, the widest boat you can trail on most Memorandum state roads is eight feet. On interstate highways, on some access roads, and on federally supported highways with 12 foot lines, the maximum width is 8.5 feet. These widths include both the boat and trailer.

Brakes

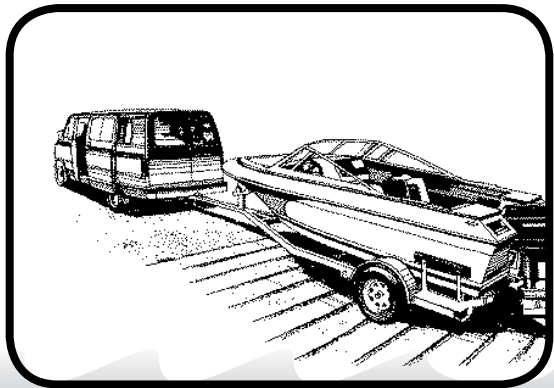
Legal requirements for brakes vary from state to state. The American Boat & Yacht Council recommends brakes if your trailer is designed for a gross weight of 1500 or more pounds. There are three legal brake systems: electrical, hydraulic (surge), and air.

Safety Chains

Safety chains are a legal requirement in most states. They run from the tongue of the trailer to the towing hitch. Cross the chains under the hitch to form a cradle and secure them to the hitch. If the hitch fails, the cradle may keep the tongue from hitting the pavement and digging in.

Launching

Ramps are dangerous. Make certain that everyone is out of the way before you back down the ramp. You must be careful not to launch your auto along with your boat. If at all possible, stay in your car while you launch your boat. In this way you can keep your foot on the brake pedal.



TRAILERING YOUR BOAT

SAFE HANDLING

Steering

Steering is a major difference between a boat and an auto. When you steer a car, the front wheels turn and cause the car to turn. When you turn the wheel of a boat, it is the stern that appears to move first. When the stern of a boat moves, the entire boat moves. Since the turning force is at the stern, this is the place of greatest movement. All boats have a PIVOT POINT somewhere forward of their midpoints. Exactly where it is depends on the underwater shape of the hull, the boat's loading, and other factors. Usually, the pivot point is about one-third of the way back toward the stern from where the boat's stem enters the water. If your boat has an outboard or a stern drive, steering is done by changing the direction of the propeller's thrust. An outboard motor and its prop, pivot about a vertical axis. With a stern drive, the lower unit and the propeller pivot as a unit. It is also possible to turn too sharply causing the boat to turn over or to CAPSIZE.

Stopping

Boats also differ from cars in that they have no brakes. Boats slow and stop when you remove power. In an EMERGENCY, you can stop a boat's forward motion quickly by applying reverse power. Ordinarily, you would not do this as it stresses the gears and shafts of your motor. Preferably, when going from forward to reverse or vice versa, you should first shift to neutral. When the motor has slowed to idle speed, you can again shift gears.

Leaving a Dock

As you leave the dock you will be moving at IDLE SPEED. Most marinas have a five knot or five mile per hour speed limit. You are liable for and may be cited for negligent operation for any damage caused by your WAKE or wash.

Leaving a Dock with No Wind

When there is no wind, the easiest way to leave a dock in a boat less than 30 feet long is to push off from it. Once your boat is far enough away from the dock, you can go into forward gear. A simple way to leave a dock is by backing out. Turn your motor or lower unit in the direction you want the stern to move, then back out slowly. Once you are clear, go forward.

Leaving a Dock with wind Blowing off the Dock

When the wind is coming from the direction of the dock, getting underway is simple. Cast off all lines. Then let the wind carry you far enough away from the pier to allow safe maneuvering.

Leaving a Dock with Wind Blowing onto the Dock

The wind may be moving toward the dock. If so, this presents a more difficult problem. With an outboard or stern drive, it is easiest to back away. With all lines cast off, turn your wheel away from the dock and back out slowly. When you are far enough away from the dock, you can turn and go forward.

Docking

Docking a boat can be a source of pride or embarrassment. Don't be a "hot rodder". Make your approach cautiously and slowly. All you need is enough speed to steer your boat. This approach doesn't look as spectacular, but it is better seamanship. If you have a choice, approach the dock with your bow headed into the wind or the current. Downwind docking is difficult and requires more skill than docking into the wind. Plan your approaches carefully. Downwind approaches require extra care and planning. A bad approach can cause your boat to slam into the dock or another boat with costly results. It is hard to make your boat stop when you want it to when you are going down wind. If you see that you are going to have a problem with your approach, start over. It is much better seamanship to try again than to have a bad, and perhaps, dangerous approach. Never use arms or legs to fend off as your boat approaches the dock.

Boarding

Never jump into the boat. Step into the center. Be sure lines are secure. Hand gear from pier to center of boat and store it in the center.

Loading

Distribute load evenly. Know your boat's capacity.

Getting Under Way

Start slowly, watch out for other boats, keep passengers near center. Check boat for fire hazards. Is everyone wearing deck shoes? Are PFDs on at all times? Are children and non-swimmers wearing PFDs?

On the Water

Observe the rules of the road. Stop to help if necessary. If possible, pull up to the dock to change seats. Operate at safe speeds, no clowning on board! Never leave boat unattended. **NO ALCOHOL OR DRUGS WHILE BOATING!** Keep a good lookout for bad weather, boats, swimmers, obstructions, fishers, skiers, skin and scuba divers and divers' flags.



PERSONAL WATERCRAFT

Personal watercrafts (PWCs) have a variety of trade names including, Jet Ski, Surf-Jet, Wave Runner, Wetbike, and Sea-Doo. Strictly speaking, “PWC” formerly included only those power-driven vessels designed to carry one passenger, standing, kneeling, or sitting.

Regardless of what these vessels are called, they are class A motorboats (boats less than 16 ft. in length); not toys. They are high performance motorboats and are subject to all the laws that govern motorboats. When you operate a PWC, always keep in mind that you are a boater.

It is also good to keep in mind that your PWC is one of the smallest boats on the water. Although it is highly maneuverable, it is also highly unstable and less visible than larger boats. So, while operating a Jet Ski (PWC) from BLORA, you must stay 100 Feet from all other vessels and 100 Feet from shore.

Each person aboard a PWC, must have a life jacket on at all times. If the weather is cold, consider wearing a wet suit. Hypothermia can occur more rapidly than you may think. Since you will end up in the water, you will be required to learn the procedures for reboarding before you leave the dock. If you can't swim, don't drive or ride on a PWC.

As with any vessel, the responsibility for what happens to or on a PWC rests with the (operator) skipper. The skipper has responsibility for any damage the PWC may cause including damage from its wake. The skipper also is responsible to see that the PWC is operated legally. This includes such things as observing all Navigation Rules for overtaking, crossing, and meeting situations.

Beyond the legal responsibilities you need to operate a PWC in a safe and courteous manner with regard for the rights of other people. These include people swimming, boating, skiing, and fishing. Irresponsible operators of a PWC or a boat, at BLORA will cause you to have your operators permit suspended.

Some of the “Don’ts” for operating a PWC include:

- Don’t speed in a congested area,
- Don’t speed in fog or stormy conditions,
- Don’t speed inside water break area, **IDLE SPEED ONLY !**
- Don’t operate within 100 Feet of a swimming area, platform, person, another vessel, object, or shore,
- Don’t go outside your designated boundaries,
- Don’t jump boat wakes, and
- Don’t race up to something and swerve at the last moment.
- Use of drugs or alcohol is prohibited while operating a PWC.



TROUBLE

Hypothermia

Hypothermia is a major killer in aquatic mishaps. It is a reduction of the body's core or internal temperature below where normal biological functions can occur. Hypothermia is not "freezing to death" nor is it frostbite. It can kill you at temperatures well above freezing. In hypothermia your body loses heat more rapidly than it can replenish it. Hypothermia occurs more rapidly if you are wet than if you are dry, women than in men, and in strong wind even if you are dry. The best thing you can do to ward off hypothermia if you find yourself in cold water is to get out of the water as soon as possible. You lose heat most rapidly in cold water while swimming. Never go into a potentially hypothermic situation without having eaten a good meal. The best thing to do for a hypothermic person is to get immediate medical help.

Heavy Weather

Recreational boating is generally done in fair weather. The best advice for someone considering going out in a boat in rough weather is, "Don't." Sometimes, though, you may get caught in adverse conditions of wind, and high waves. If you move into the wind in heavy weather, the bow of your boat plows into the waves instead of lifting over them. This causes your boat to take a tremendous pounding. Your propeller alternately rises out of the water and falls back in. Thus, your engine loads one moment and races wildly the next. Slow your boat so the bow can lift with the waves. Then, don't run directly into the waves. Instead, take them at an angle approaching 45.

Swamped or Capsized

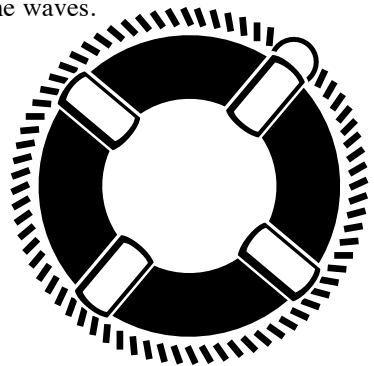
Get on or near the boat if possible, if not, stay with the boat (it will float). If water is cold get out of it as fast as possible.

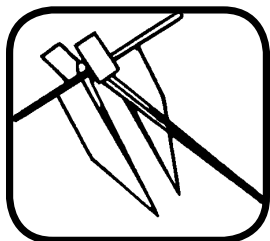
Calls for Help

Raise and lower arms slowly. Show white or orange flag, shirt, or life preserver.

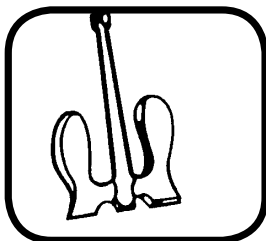
Person Overboard

Throw PFD to person in the water, circle, approach upwind, shut off motor. Extend oar or line, help person around stern, avoid motor!

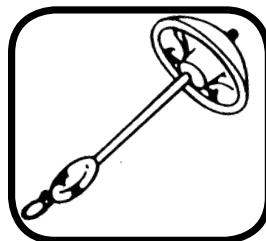




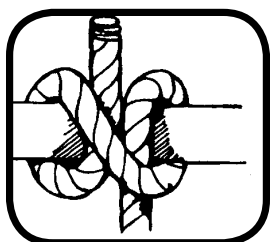
Danforth



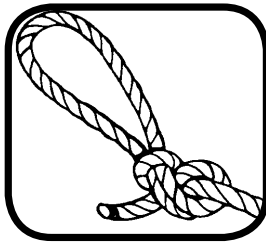
Mushroom Mooring



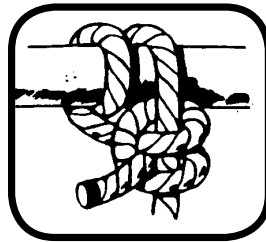
Stockless



Clove Hitch



Bowline



*Round Turn
Two Half Hitches*

ANCHORING

To lower

Lower (don't throw) over the side at the bow after coming to a stop, away from other boats. NEVER ANCHOR BY THE STERN! Check for dragging after 15 minutes, and then check periodically.

To raise

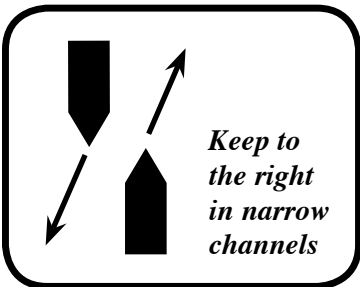
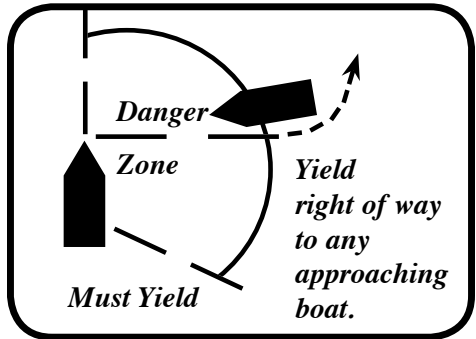
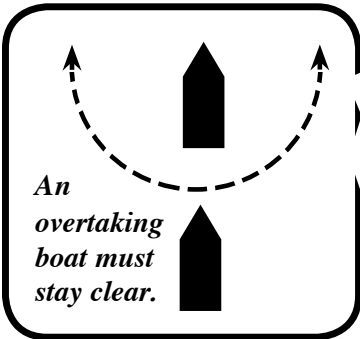
Haul in till bow over anchor, then heave to pull out, stow securely.

Note

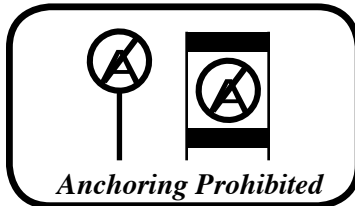
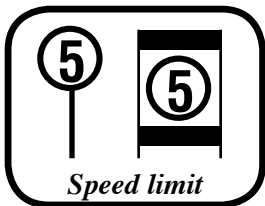
Use chafing gear around line where it rubs. Use plenty of scope (ratio-length of line to depth of water) average five to one. A length of chain between anchor and line helps holding power. Use 100 ft. line of 1/2" manila or 3/8" nylon for boats up to 25 feet.



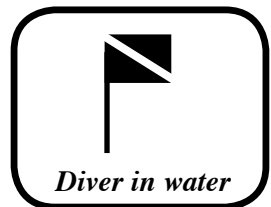
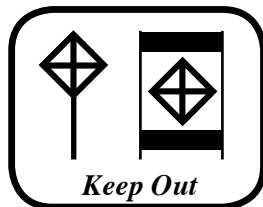
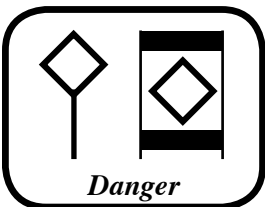
RIGHT OF WAY & SIGNS

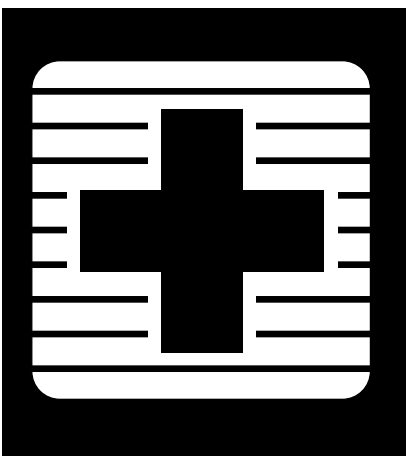
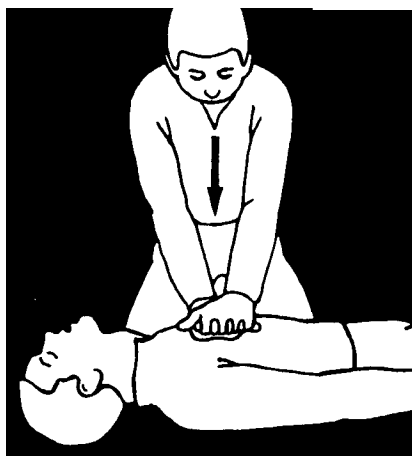
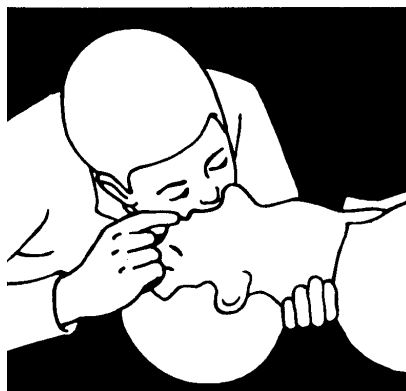


Rowboats, sailboats, and canoes usually have the right of way over powerboats. Any boat being overtaken has the right of way. Powerboats must give way to boats powered by sail alone. Small boats must keep clear of large vessels



with nets, lines, and trawls.





Contact your Fort Hood Red Cross for information at Bldg 8640, by the Warrior Way Commissary. Call (254) 287-0400.

**ARTIFICIAL
RESPIRATION**

WATER SKIING

Skiing DO's

1. Know how to swim and always wear a properly fitted ski vest.
2. Have two people in the boat, one to drive and one to watch the skier.
3. Stay away from solid objects.
4. Run parallel to shore and come in slowly when landing.
5. Stay away from others: fishers, divers, and swimmers, etc.
6. If you fall, clasp both hands overhead to signal O.K.
7. Hold up ski after falling in a crowded area.

Skiing DO NOT's

1. Do not ski in shallow water.
2. Do not wrap rope around any part of the body.
3. Do not ski at night.
4. Do not ski in front of another boat.
5. Do not tell the boat to go until rope is taut.
6. Do not overdo and become tired.
7. Do not jump from the boat while it is moving.

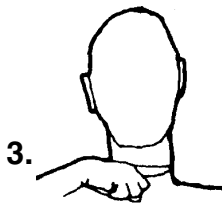




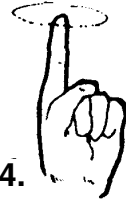
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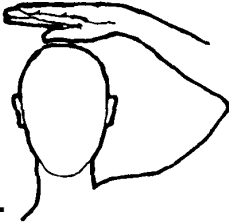
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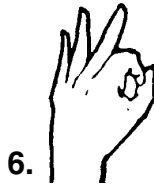
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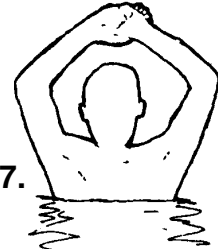
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5.



6.



7.

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- 1. Thumb Up:** Speed up the boat
 - 2. Thumb Down:** Slow down the boat
 - 3. Cut Motor/Stop:** Immediately stop boat. Slashing motion over neck (also used by driver or observer).
 - 4. Turn:** Turn the boat (also used by driver). Circle motion-arms overhead. Then point in desired direction.
 - 5. Return to Dock:** Pat on the head.
 - 6. OK:** Speed and boat path OK. Or, signals understood.
 - 7. I'm OK:** Skier OK after falling. Signals Understood.

**LEARN PROPER WATER
SKIING HAND SIGNALS**



**BELTON LAKE
OUTDOOR
RECREATION
AREA**

**Marine Recreation & Boat Rental Office
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