

36 Islander 36 NEWS

Spring 2018

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Racing Review *(by Eric Mueller)*

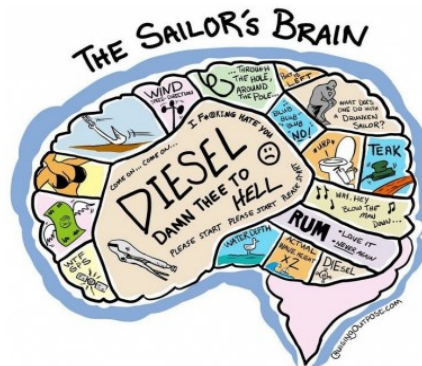
We have just a few events left on our calendar for the year. I hope everyone has been getting out there and sailing. The racing has been a little sparsely attended but still tons of fun. One race the [WestPoint Regatta](#) had a bit of everything. The start saw the wind build to pretty strong levels as is typical in the slot at 25 gusting higher. The fleet had lots of fun getting to [Harding rock](#) intact most of us being way overpowered having bigger sails up in anticipation of the long reach ahead. Once we made it to Harding against a big flood which is always a challenge even not over canvased to all get out. We headed south onto the reach inside of [Alcatraz](#) and along the city front. We unfortunately lost track of most of the islanders and set our chute around [Hunters point](#) which in retrospect was later than we should have. Once it was up it was a blast. We noticed somewhere around channel marker 8 that there was a [Beneteau 36.7](#) sitting behind us with their spinnaker up. We were having fun with the chute and realized that they were not really gaining on us. Talk about ear to ear grins on the crew. We kept ahead of them by about 100 yards until the spinnaker exploded (well what do you expect for a ¼ oz chute on a tight reach in 22+ knots of breeze) 200 yds before the finish. We got our jib out pretty quickly and managed to hold them off while we collected the shreds of nylon and finished just in front of them. We ended up in [Westpoint harbor](#) where they had great tritip sandwiches and beer waiting for us courtesy of the new Westpoint Yacht Club. It was then a shuttle ride to [Sequoia Y.C.](#) for the festivities.

The next item on our agenda is the final cruise/race of the regular season. It is none other than the [Coyote Point Rally](#). It is on September 29th. We meet up at [Yerba](#)

[Buena Island](#) and sail on a beautiful reach all the way down to [Coyote Point](#) where we will have a great Pot Luck meal and the ever famous prize bags. Even if you cant make it by boat, although I can't imagine missing such a nice sail, you can come by car. There are tons of things to do since the marina is inside a park. There is a great Golf Course and the [Curiosity Museum](#) not to mention the beautiful trail to walk on. You really don't have any excuse to miss this one. Just make sure you tell them you are going to the yacht club at the gate so you don't have to pay the entry fee for the park.

Our Last sailing event of the season is none other than our famous [Islander 36 Nationals Regatta](#) on October 13th. If you are even thinking about attending sign up [Here](#). This is a great opportunity to race on the city front with the best fleet possible. Every year brings a surprise as to where people finish. If you are a die hard cruiser then either use this as an excuse to cruise in to GGYC or drive over and cheer on the racers. After the race everyone meets back at [GGYC](#) for lunch. It is \$15 for a great spread that is guaranteed to fill you up.

Last but not least do not forget the Fall meeting and awards dinner. More on that later. Just make sure to not let it slip by!



Commodore [Robert](#)



2018 Race Schedule

Date	Event Name	Races	Host	Notes
Sept 29	Coyote Pt. Destination Race/Cruise	1	Coyote Pt.	With Cruisers!
October 13	Nationals Regatta	2+	GGYC	Confirmed.
Nov 3	Fall Meeting & Winners Dinner	0	Oakland YC	Confirmed

For the latest updates & rules please [click here](#).

Membership *(by Jocelyn Swanson)*

Steve and I have been racing our boat this summer. And we have been traveling--we were in NY to celebrate Steve's Mom 95th birthday and then spent three weeks in [southern Africa](#)--no sailing there, but river cruises on the [Chobe](#) and [Zambezi](#) rivers. Steve is taking [Zingara](#) to [Catalina Island](#) (he plans on meeting up with I-36 [Half Moon Bay](#) Cruise out) and I'm going to Europe!

Our website continues to bring in new (and returning) members to the [Association](#). We have seven new members and one returning member. The membership spreadsheet shows 129 members--not bad for an association which has members worldwide and for an "older" boat which is treasured by our members.

Please welcome:

Maslennikov Innokety, Aliso Vie-

go, CA-- boat is **Orion**

Michael Crouse

Jim Bartscherer, Napa, CA (he is crew)

Ben and Caroline Fisher, **Surprise**, AR (their boat is docked in Marina del Rey, CA)

Michale Crouse, Elmira Heights, NY-- boat is **Seek Ye 1st**

Craig Halvorson, San Jose, CA - - boat is **Nutmeg** (we see him out on the SF Bay racing with the fleet)

Bill Hackel and Mary Pestell, San Francisco, CA -- boat is **Highlighter** (Bill belongs to South Beach YC and races in their Friday night races--usually places 1st for the season!)

Douglas Svik, Port Ludlow, WA - - boat is **Alisios**. Doug is a returning member to the Association

"Full Circle" *(from Stephen Ritz)*



Don't think we'll be ready for Labor Day!

8 Basic Boating Safety Tips To Help You Stay Safe

- Be Weather Wise
- Follow a Pre-Departure Checklist
- Use Common Sense
- Designate as Assistant Skipper
- Develop a Float Plan
- Make proper use of lifejackets
- Avoid Alcohol
- Learn to Swim

The Nationals *(by Eric Mueller)*

The nationals are just under a month away on October 13 at [GGYC](#).

We would like to encourage everyone to come out and join the fleet for a really fun racing event to wrap up the season.

Whether you realize it or not we are one of the most respected and longest lasting fleets in the

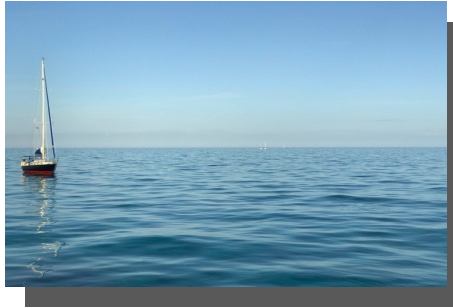
[San Francisco Bay](#). You would be hard pressed to find anybody who does not appreciate the sailing qualities of our amazing boats and the longevity of our fleet. I have had several long time sailors who regularly race in other fleets express interest in our nationals. This is THE event of the year! Here's a chance for all of you who

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“Last Chance” a Cruise to Heaven *(from John Mahowald)*

Last Chance spent the first few months of this year in the [Bahamas/Exuma](#) chain. I got there by sailing out the [Great Lakes - Erie Canal - Hudson River - Atlantic Ocean](#) down to [Florida](#). Then crossed over to [Bimini](#) last January. The solar panels (425 watts) took care of all my energy needs. First time in my life I skipped (not missed) winter. Being in [Chicagoo](#) this winter will be a rude awakening.



Smile *(by Kit Wiegman)*

I know I am the Measurer but I also work on boats. I have seen a lot of smiles on Islander 36 keels (will not if they are '73-'74, Cast Iron). I have found a way to make that smile go away and not by adding layers of fiberglass (although that is the best way).

So if you take a 2 inch wide painters tape and tape over the smile, front to back. Then add several layers of tape, one on top of another (4 or 5 minimum) on both the upper and lower edge of this tape, full length or slightly longer. Next remove the first piece of tape, clean out the smile with a Dremel type tool and fill the whole area with 3M 4000. Smooth with a yellow squeegee and let dry. Then remove the tape and you now have a much larger area to flex and the smile will not show for years. Put your bottom paint over it all and have a great time sailing.

“Tacoma Blue” *(by Rich Watters)*

Moving Your Boat: Should I Stay or Should I Go?

I recently transported my boat **Tacoma Blue** from [San Diego](#) to [St. Petersburg, Fla.](#), by truck. I considered sailing to [Mexico](#) then making my way through the [Panama Canal](#) then back up to the Gulf. Given the time and expense I decided to put it on a truck and just get there. Future plans are to cruise the west coast of Florida into the Keys and on to the Caribbean. That's another story.

For those of you who are considering transporting your boats by truck I would like to share my experience with the process. And I do mean process. I started by searching for transport companies. In San Diego there are two companies. San Diego Boat Movers and A & D Logistics. I also went on line and found the website Uship.

You put in your information and movers will contact you with a quote. Lastly, I found [Joule Yacht Transport](#) out of [Clearwater, Florida](#). [Clearwater](#) is right next to [St. Petersburg](#).

I recommend you check out as many boat transport companies as you can. You may be surprised at the price difference in quotes. For example [San Diego Boat Movers](#) quoted me \$11,000 or \$19,000 depending on my flexibility with shipping dates. Other quotes were \$8,100 and \$10,000. I finally settled on [Joule Yacht Transport](#) at \$6,800. Ironically, not only were they the least expensive they were the most experienced, about fifty years in the business. I would advise you to vet any company you

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“Island Girl” rejuvenated *(from Frank Burkhart)*

Re-vitalize an Islander 36 inexpensively

OR

How to employ 2 sons for the summer

OR

How to support your local hardware and West Marine store

After owning *Island Girl* for 24 years, she needed some help. Strong bones but cosmetically challenged. And 16 year old sons that needed a job – and yes, they did get paid. Biggest goal was to repaint the deck, new anti-skid and paint the hull topsides. Also, clean up the running rigging, electrical and all the other miscellaneous hardware. Amazing how one small change cascades into multiple projects.



To start, hauled the boat for bottom paint. Which, of course, included inspecting the steering quadrant and propeller. Quadrant passed inspection with a bit of lubrication but the 20+ year old [Martec folding](#)

[prop](#) was on its last legs. Lou Hinkley in Washington had a used prop off his Islander that I bought. And, since the boat was out of the water, examining the jib halyards showed fraying so replaced 2 jib [halyards](#) to match the main [halyard](#) that had been replaced a month ago.

Back in the water, started by taking the wood down to bare wood. Six coats of varnish – used [Le Tonkinois](#), a French varnish that goes on easily. The boys did a great job on the prep and then the painting. Tried to get to the boat by 9:00 am each day and off by noon to keep the surfaces cooler – and the crew. Then the challenge of the deck. Sanded the existing paint to get to a strong, smooth surface. After lots of discussion, the family agreed on a medium grey paint for the deck and hull topsides. Lots of green tape around all the deck hardware, toe rails, wood. And then 2 coats of primer ([Pettit EZ Prime](#)) followed by 2 coats of grey paint ([Pettit EZ Poxy](#)). Next step was the non-skid. Again, more green tape, sanded the existing non-skid, applied 1 primer coat and 1 coat of [Kiwi Grip](#) non



skid.

At this point, we have spent about 4 weeks working on the boat. To say the least, we were on first name basis with the local hardware store and the local [West Marine](#) store. But, *Island Girl* now had new varnish, paint and non skid on the deck.

(Continued on page 5)

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“Island Girl”

(Continued from page 4)



Next decision was the hull topsides. I only found one yard that was willing to haul the boat and allow us to work on it. [San Rafael Yacht Harbor](#) may not be the easiest to get into but they made it very easy. I had talked with the crew at the yacht harbor about sanding the hull, thinking that good prep is 90% of the job. As the boat was hauled on a Thursday afternoon, the yard manager came up and gave me an unbelievably low cost to sand and paint the hull. The cost was defi-

nately less than the months of physical therapy it would have taken to get my back working again. In the end, not only did they sand and paint the hull, they managed to print and apply her name and hailing port, painted the waterline stripe, and replaced the prop (remember that prop way back when?). And dropped her back in the water on Wednesday.



Along the way, we serviced the winches, changed some of the

electrical, removed the compass from the binnacle and put a new compass on the bulkhead (that space in front of the wheel is great for some new electronics). Many projects to go but *Island Girl* is definitely willing to show up at Islander events with her head held high.



Island Girl under way



Click on the photo above to go to YouTube video

Membership (by Jocelyn Swanson)

Please join the [crew on the poop deck](#) in welcoming these new members to the [I36Association](#).

Bill & Jana Knopf, Salinas, “*Spirit*”

George Auchterlonie, Tasmania, “*Sorceress*”

Michael McVey, San Martin, Ca. “*Gaviota*”

Innokentiy Maslennikov, Aliso Viejo, Ca. “*Orion*”

Douglas Svik, Port Ludlow, Wa., “*Alisios*”

Frank Burkhart, Fairfax, Ca. “*Island Girl*”

William A Hackel, San Francisco, Ca. “*Highlighter*”

Philip Paxton, Pocatello, Id. “*Cloud Nine*”

Craig Halvorson, San Jose, Ca. “*Nutmeg*”

Nea Hanscomb, San Francisco, Ca. “*Camelot*”

Stewart & Lynn Holtom, Cardiff, Wales, UK. “*Vala*”

We Want Your Pics

Is this your boat?

We want to see photos of your boat or interesting or unusual boat.

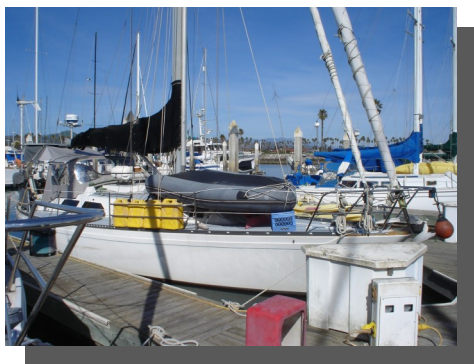
[Click here to send us photos.](#)



Cruising Jib Rig *(by Phillip Seaman)*

For the cruiser, or short handed sailor, the best modification I did on *Mouse Pad* was to install a dual reefing head sail system.

It consisted of twin reefing (furling) jibs a 145% that could reef down to 130% and a 120% that could reef down to a 90%. The 145% was built by [North Sails of New Zealand](#), the 120% was built by a local sail maker in [Marina del Rey](#) (forgot his name). Both had rope luffs installed instead of the traditional

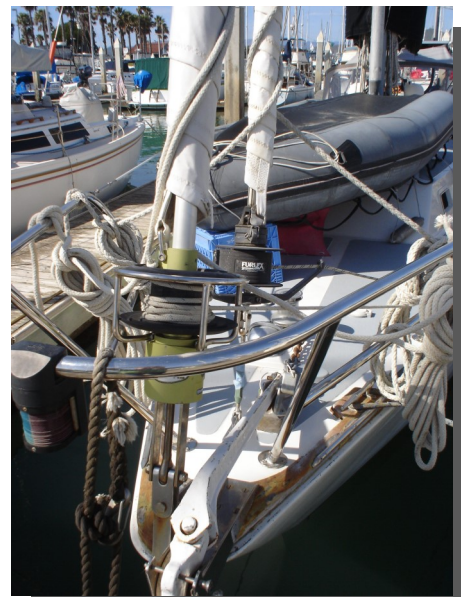


foam core as the foam core would crush and degrade over time.

This combination gave me just about every sail configuration that I would ever need and all controlled from the safety of the cockpit.

I did miss my 155% jib for a while then I remembered that I was no longer a racer but a cruiser and settled into enjoying not having to go forward in bad weather to change sails.

The forward of the two jibs is the original stay and bolt plates. The inner jib was a new stay with a large u-bolt through the deck with a massive stainless steel plate behind it that had an extra large turnbuckle going down to a through bolt that was installed with an extra bow plate that fit neatly below the original bow roller plate configuration. Essentially we duplicated the original fitting and plate but lower down the bow.



The final sail was an [A-Symmetrical spinnaker](#) in a sock. I could leave the spinnaker up all the time and just lash the lower portion to the mast under the boom until I was 70 degrees off the wind or more.

The Nationals

(Continued from page 2)

haven't raced this year in our series to get in one last day of racing before the season ends. We are once again racing in clear view of the [Golden Gate Bridge](#) at the fabulous [Golden Gate Yacht Club](#). Join us and show that you haven't lost any of that pizzazz.

Who knows, maybe legends of the past might race - or come to share their wisdom! We've had a number of boats sold recently, so maybe the past owners will come to cheer and new owners will bring their new rides! If the last few years are any indication this is going to be a close event with a great fleet of [Islanders](#) on the line. If your haven't raced, or raced in other fleets you stand the

best chance of all to really come out and surprise everyone. EVERY [Islander 36](#) is invited. Even the die-hard cruisers. If everyone showed up that would be a really special [Nationals Regatta!!](#) And the cruisers get some choices too. **First**, if you'd like to crew on a boat during the Nationals, select the radio button below and add a short comment about your interest. Our fleet Captain will circulate the names of crew volunteers among the skippers and you might find yourself aboard a race boat. What a great way to learn about racing! **Second**, you can come out on your own boat to cheer the racers on and bring along families and friends to watch the fun. You can come by car and watch from [GGYC](#), or come for

the party. If you're willing, you can check the option to take some spectators along (if there are any.) In any case, just come! Everyone is invited to join in the Nibbles & Celebration at Golden Gate after the finish. A no host bar and buffet (\$15.00 per person) will be available. **A minimum of 24 reservations is required for the regatta**, so get your reservations in quickly. Additional participants are obviously welcomed and encouraged!

So mark that calendar and make it a date - October 14th, the [Nationals Regatta at Golden Gate YC](#).

Here are the details:

SIGN UP HERE <http://islander36.org/nationals18/nationals18details.html>



2018 Cruise Schedule

Date	Location	Details
Sept 28-29	Coyote Point Destination Cruise	Date confirmed.
Nov 3	Fall Meeting & Winners' Dinner at Oakland YC	Vice Commodore will conduct this summary event to end the season. Association awards will be presented as usual! Confirmed.

For the latest update to the Cruise Schedule [click here](#).

If you would like to be an Event Coordinator, email [Commodore DaPrato](#)

Our next events are:

- Coyote Point Destination Race/Cruise September 29
- [Nationals Regatta GGYC](#) October 13

Half Moon Bay Cruise 8/31 - 9/3 /18

A total of six Islanders participated in the Half Moon Bay cruise, joining the Encinal YC cruise organized by Bill and Susan Nork. Grey skies and light winds didn't dampen the spirit as HMB YC put on a great "Bond, James Bond" event. See the fun at [Half Moon Bay](#).



Sitting in Togir enjoying the morning *(from Eric Mueller)*



Croatia on an Islander 36 *(by ric Mueller)*

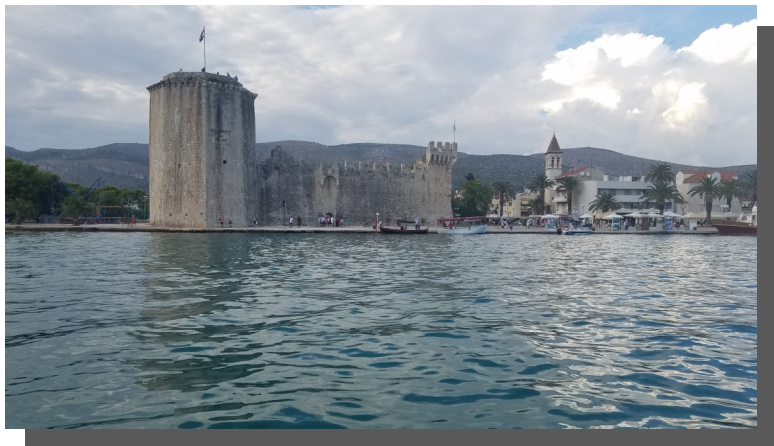
I had an incredible opportunity to join our own Andrew Vik on a cruise in the beautiful waters of the [Mediterranean](#) aboard his Islander36 **GEJA**. Andrew was an incredible host. He made sure I knew how to get to the boat before I landed. Once on the boat he was an incredibly gracious host. After arriving we went over to the Riva (waterfront) area and grabbed a very nice simple dinner of pizza and wine. We went shopping the next morning for food and took off for the Islands. The water is a beautiful blue green so clear at anchor that you can look down and see your anchor to see if it is set right. The sailing is in moderate winds keeping the boat moving seemingly without effort. Definitely not the standard bay winds. The temperature was warm but not oppressive.



We set off out of [Trogir](#) which is an amazing town out across and around [Solta](#). We then traveled down to [Paklinski Otoci](#) where we found a nice anchorage for the evening. We dropped the hook with enough room to swing. Everywhere we went there were lots of charter boats. I cooked

our first meal and threw together a quick Carbonara which lasted us through lunch the next day. It was beautiful and quiet. I had acquired a sinus problem from the flight so wasn't much for swimming. The rule on the boat is barefoot only and no shoes on the boat. A great way to keep the boat clean.

We pulled the anchor later in the afternoon and motored over to [HVAR](#) town to see if we wanted to stay there or head to a quieter town. I voted for the quieter town after being told that they party loudly until 3am. We headed out and sailed around the top of [HVAR island](#) to [Stari Grad](#). The sail over had us going down wind in the biggest breeze we saw at around 15-17 kts. It was fun to sail wing and wing. We [Med-moored](#) to the wall as is done everywhere over there. There were dozens of boats there. Stari Grad is a world heritage site with beautiful old buildings and amazing mixes of architecture. I tend to get up early and it gave me a chance to see the town while it was waking up and get a nice walk in. We looked around town then headed out to meet some of Andrews friends who were chartering a boat for the week. We motored most of the



Boat Jokes

We're not saying these are good jokes, and we're not saying these are bad jokes, but we are saying these are jokes!



<p>Knock knock. Who's there? Rhoda. Rhoda who? Rhoda boat as fast as you can!</p>	<p>Knock knock. Who's there? Owl. Owl who? Owl aboard!</p>	<p>Knock knock. Who's there? Dumbbell. Dumbbell doesn't work so use your whistle.</p>	<p>Knock knock. Who's there? Monroe. Monroe your boat!</p>	<p>Knock knock. Who's there? Ellen. Ellen who? Ellen'd over and fell in the water.</p>
<p>Knock knock. Who's there? Ice cream. Ice cream who? Ice cream if you don't wear your life jacket.</p>	<p>Knock knock. Who's there? Heaven. Heaven who? Heaven seen you round the dock lately!</p>	<p>Knock knock. Who's there? Jethro. Jethro who? Jethro the boat and get us to shore!</p>		
<p>Knock knock. Who's there? Wendy. Wendy who? Wendy boat getting back to shore?</p>	<p>Knock knock. Who's there? Paula. Paula who? Paula up the anchor and let's go!</p>	<p>Knock knock. Who's there? Summertime. Summertime who? Summertime you can be funny!</p>	<p>Knock knock. Who's there? Aussie. Aussie who? Aussie you later!</p>	

way in almost no wind We headed from Stari-Grad through the gap between Brac and Solta to a nice anchorage on the Northeast side of Solta. We timed it so Andres friends beat us there and we could just tie up next to them. We had some fun with several people swinging off a fender into the water. The charter boat had to leave so we took over the spot and med moored ourselves to the spot. It was a nice quiet anchorage with about 30 boats spending the night. We had been watching the weather and timed our departure to hopefully miss the weather. We headed back to Trogir with a stop at a pleasant anchorage just outside of Trogir. Once back at Trogir we spent the night then got seriously into some [planned boat work. I had rented an apartment in town a short walk to the boat. The first thing we did was pull down the headliner. Someone had converted it to cloth covered boards and battens. The screws on the battens were not holding well making the job pretty easy. We then pulled a bunch of stuff off like handrails, brackets, Deck organizers, hatch in the head, well you get the idea. It went smoothly although I felt I could have been more help. Andrew hired the host then hostess for the hostel he normally stays in to assist in a lot of the cleanup work. We hauled

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“Tacoma Blue” *continued*

(Continued from page 3)

are considering not only by cost but experience, type of trucks, insurance and do they transport sail boats. They should provide you written quotes, proof of insurance and preparation check lists.

If the cost of transporting your boat to you final destination has not changed your mind about moving it let's consider what else is involved. Logistically there are two locations to consider Location A and Location B. Location A is where you start and Location B is where your boat ends up.

Location A

You will need to select a boatyard to do the haul out and decommissioning of the boat. Any boatyard can haul you out but what you want to know is if they have done haul outs for transport. Do they have a working relationship with any boat transporters? Do they have enough room in the yard for the tractor trailer to get in and out of easily? Will they do the decommissioning or will you have to hire an outside rigger? Call the boatyards in your area and get price quotes for the haul out, wash down, cost to put the boat on the truck and any lay days. If the boatyard has done this before they should be able to give you firm prices. You need to know the numbers because they add up.

The boat will have to be decommissioned. Meaning the mast will have to be unstepped and all running and standing rigging removed. And that is just the beginning. Virtually anything on the boat that moves should be removed or secured and stowed below. My boat transporter sent me check lists with everything they recommend removing. Think dodger, life lines, flag halyards and electronic equipment you don't want stolen or damaged. I had to remove my solar panels and radar arch. Boat height should be under fourteen feet. Be sure to label everything and its location. You won't remember. Riggers will do all of this for you. At a cost of about \$100 per hour. I did everything myself. Probably twenty hours

give or take. The only thing my rigger did was pull the mast and detach the stays and shrouds. They coiled everything and wrapped the mast to protect the roller furler and halyards. Cost to me about \$500.

I spent a lot of time preparing the boat for transport. Being that the boat was going to be on a truck for five or six days, subject to sixty mile per hour wind, possible rain or hail I tried to cover everything I could.

Lastly, I was there when the truck showed up and there five hours later when it left. I wanted to observe the type system he used to secure the boat. I felt pretty comfortable with the driver after my twenty question drill and watching him work.

Location B

Okay. The boat is on the truck and on its way. The driver gave me daily updates on his progress. Once it arrives you or somebody needs to be there. But before that happens you will have selected a boatyard to lift it off the truck and put it in the water. Also, you need a rigger to commission the boat and tune the rigging. This was the challenging part for me. Not knowing anyone in St. Pete I had to spend considerable time online and on the telephone talking with boatyards and riggers getting price quotes. Fortunately my marina is about a half mile from three boatyards and three rigging companies. I did the price comparisons and selected one that fit my budget. Recommendations from the Harbor Master were helpful.

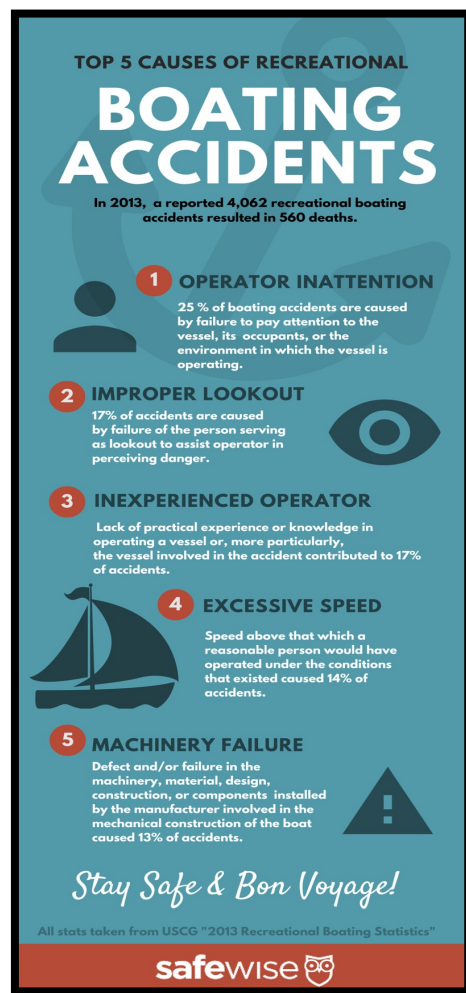
While the boat was out of the water I had the bottom painted and some minor work done. The boat was on the hard for five days. After putting the boat in the slip I spent four days putting the boat back together before returning to California. I am still not finished. After two weeks in the summer

heat and humidity of St. Pete I was ready to return to San Diego.

Finally

Ask yourself, Is this something I really want to do? Can I afford this?

As you can see transporting a boat is not simply a load and go proposition. Logistics are everything. Consider the time lines involved, yours and all parties involved. Pick up of my boat by the boat transporter was delayed three weeks. I had to cancel flight reservations as a result. Plan on staying at delivery destination at least a week as you will have plenty of work to do to get your boat back in service. Give yourself time. Plan every detail.



Croatia

(Continued from page 8)



the boat out in the middle of this and their system is great. They pull the boat on a travel lift then place it on a stand. The stand is moved around the marina with a flat diesel powered tug and placed wherever they want. We took a detour to the equivalent of their home depot to get parts and material. We took an Uber to a boat yard where the friend we met on the water was having his boat worked on. After a tour of his huge AMEL 54 he gave us a lift in his rental car. A real lifesaver. We stopped at a paint store on the way back that had everything.

On one of the last days I took the ferry over to Split. It is yet another world heritage site build around an ancient palace. I got the tour. Just an amazing place. I wish I had more time to explore it.

Overall an incredible experience. I would love to visit again without a cold and more time to sail (there is never enough) and wander through some of the historic sites. Again, thanks to Andrew for inviting me to sail on his beautiful GEJA being an amazing host and putting up with my assistance on the work.



USCG Links

Coast Guard Blogs

[Compass](#) - Official Blog of the Coast Guard

[All Hands](#) - Official Blog for the CG Workforce

[Maritime Commons](#) - Official Blog for Maritime Professionals

[Other Sites](#) - List of other official CG Social Media Sites

[Official Imagery & Video](#)

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TOP 5 CAUSES OF RECREATIONAL BOATING ACCIDENTS

In 2013, a reported 4,062 recreational boating accidents resulted in 560 deaths.

- 1 OPERATOR INATTENTION**
 25% of boating accidents are caused by failure to pay attention to the vessel, its occupants, or the environment in which the vessel is operating.
- 2 IMPROPER LOOKOUT**
 17% of accidents are caused by failure of the person serving as lookout to assist operator in perceiving danger.
- 3 INEXPERIENCED OPERATOR**
 Lack of practical experience or knowledge in operating a vessel or, more particularly, the vessel involved in the accident contributed to 17% of accidents.
- 4 EXCESSIVE SPEED**
 Speed above that which a reasonable person would have operated under the conditions that existed caused 14% of accidents.
- 5 MACHINERY FAILURE**
 Defect and/or failure in the machinery, material, design, construction, or components installed by the manufacturer involved in the mechanical construction of the boat caused 13% of accidents.

Stay Safe & Bon Voyage!

All stats taken from USCG "2013 Recreational Boating Statistics"



