



A LESSON IN BOATING SAFETY

... Police Chief Caldwell, right, Larry Laird, left, and Billy Elebash discuss lessons in safety.

Training for Safety

Boating Education Urged

Train boat drivers as you'd train someone to operate an automobile.

This was the advice offered this week by members of the Independent Insurers of Pensacola, an organization representing 25 major local insurance agencies and devoted to public education in the various fields of safety.

Citing the experiences of the past three summers, the insurers urged boat owners—and especially the parents of teen-agers who will operate high-powered water craft—to begin early to educate for safety.

During 1962 the insurers sponsored an intensive week of promotion to further understanding of boating hazards.

The program will be repeated in 1963, according to Sam Armour. The organization will again have the cooperation of Police Chief D. P. Caldwell, the sheriff's department and the Escambia Search and Rescue Unit.

William Wilson, chairman of the organization's committee on boating safety, this week cited figures for 1962 which showed that during virtually every seven day period of last year's boating season, someone was hurt seriously.

"Skiing, accidents involving propellers and collisions were the major causes," he said.

All parents are asked to begin this season's boating by setting up specific safeguards with their children. These should include:

1) Equipping of each boat with proper safety gear, including life preservers, warning signals, rid-

ing lights and a fire extinguisher.

2) Establishment of rules of safe conduct, especially when boating in crowded quarters. Several of 1962's serious injuries were caused by excessive speeds where maneuverability was impossible.

3) Observation of shoreline hazards and bathers. In at least one case a bather was seriously maimed when she was struck in the face by a boat propeller. Observation of these practices apply equally to the swimming fan and the boat enthusiast.

4) Use of common sense in skiing. Speed, close quarters and lack of both skiing and boating skill can contribute to accidents,

according to Caldwell, whose department patrol boat last year spent more than 700 hours in protecting the public.

As examples, the following cases were cited:

One boat passenger was painfully cut when a second boat pulling a skier ventured too close; the skier released his two rope which flew through the air and struck the passenger across the face.

Two young people, attempting to tandem ski, lost balance and crashed into one another.

One young woman was given her first skiing lesson and fell 200 yards from shore. She had no life preserver, and could not swim!

