

I have two concerns.

(1) I know Bruce Schmidt warned me that he was going to remove the engine identifiers, namely, "Engine Make" and "Engine Serial Number(s)" much to my sadness. But when I see the space available in the engine information box in the upper right hand corner of page 2, it looks like there is plenty of room for at least "Engine Make". That piece of information is going to be very easy for most boaters or boating officers. They will know it without having to hunt for it in most cases. Just like "Name of Vessel Manufacturer" on page one is useful information for boat manufacturers, "Engine Make" is useful information for engine manufacturers. To sum up, it doesn't take much space and it's easy information for the person making out the report.

(2) On page 2 you continue to offer a choice under "Type of Accident" of "Struck by Propeller or Propulsion Unit". However now on the new page 3 under both the "Injured" and "Deceased" section you ask about "---Struck by Propeller", offering only a YES or NO answer. Unless there are at least three parallel cuts, there is no certainty as to what caused the injuries, and most boaters or even law enforcement officers are not going to have received any training on how to tell the cause, if it's even knowable, which often it isn't. It seems to me that you need to offer a third choice like "Can't Tell" or "Uncertain" or "Unclear", for example. Even medical people often misinterpret the cause of this type of injury. It often causes a lot of future trouble when a report contains a claim of a propeller injury when it turns out that the cause is a skeg, torpedo, anti-ventilation plate, spray plate, speedometer pickup, rudder, trim plate, etc. I really think that you need to offer a choice other than "Yes" or "No" when it isn't all that clear.

I have taught this very subject for the last two years at NASBLA's advanced course of Boating Accident Investigation at the NTSB facility in Dulles, Virginia at the request of and under the supervision of Jim Getz, chief instructor. There have been about 50 students (law enforcement officers) in each class. As far as I know, there is no other instruction of this type anywhere else in the U.S. Many years ago, I was asked to teach this subject to a few Florida ER physicians for about 2 hours.