

the **HANDBOOK!**

OF KANSAS BOATING LAWS AND RESPONSIBILITIES



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**2009-2010
Edition**

BOAT KANSAS

A Course on Responsible Boating

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Call 620-672-5911 ext. 170 for information

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It's the **LAW!**

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Stay up-to-date on new boating laws ...

- ◆ For state boating law information, contact the Kansas Department of Wildlife & Parks at:
 - **620-672-5911**
 - **www.kdwp.state.ks.us**
- ◆ For federal boating laws, visit the U.S. Coast Guard's boating safety website at: **www.uscgboating.org**



Information in this handbook does not replace what is specifically legal for boating in Kansas, which is found in Kansas Code and federal law.

Before Going Out



All operators are required to obey laws that regulate your vessel's registration and operation.

Registering Your Vessel KSA-32 1110/KSA 32-1111/

KSA 32-1113/KAR 115-30-2

- ◆ In Kansas, all vessels powered by gasoline, diesel, electric motors, or sail must be registered and numbered. Sailboards and personal watercraft (PWCs) are considered vessels. Exceptions to registration are:
 - Vessels without any kind of motor or sail
 - Vessels properly registered in another state and using Kansas waters for up to 60 consecutive days
- ◆ If your vessel requires registration, it is illegal to operate it or allow others to operate your vessel unless it is registered and numbered.
- ◆ A Kansas boat registration is valid for three years.
- ◆ Renewal notices are mailed prior to the registration expiration date. If you do not receive a renewal notice by mail, contact the Boating Section at the Pratt Operations Office or renew online at www.kdwp.state.ks.us.
- ◆ *Both in-state and out-of-state vessels must have their Certificate of Number (pocket-sized registration card) on board at all times.*
- ◆ Larger recreational vessels owned by U.S. citizens may (at the option of the owner) be documented by the U.S. Coast Guard. Call the USCG at **1-800-799-8362** for more information. Owners of documented vessels also must register their vessel in Kansas. These vessels must display the Kansas registration decals on each side of the forward half of the vessel so that the decals are clearly visible.

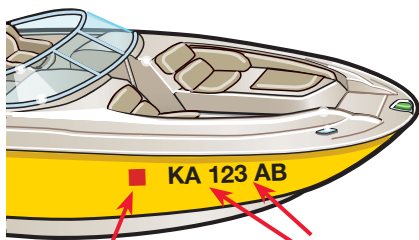


- ◆ When a vessel is sold, lost, stolen, destroyed, transferred, or abandoned, or if the vessel owner's address changes, the owner must notify the Kansas Department of Wildlife & Parks (KDWP) within 15 days.

Assigned Numbers and Registration Decals KSA 32-1111/

KSA 32-1113/KAR 115-30-1

- ◆ The assigned number and registration decals must be displayed as follows.
 - Number must be painted, applied as a decal, or otherwise affixed to both sides of the top forward half of the vessel.
 - Number must read from left to right on both sides of the bow.
 - Number must be in at least 3-inch-high **BLOCK** letters.
 - Number's color must contrast with its background.
 - Letters must be separated from the numbers by a space or hyphen: **KA 123 AB** or **KA-123-AB**.
 - Registration decals must be affixed in line with the assigned number on each side of the vessel.
 - No numbers other than the one assigned should be displayed on the forward half of the vessel.
- ◆ Sailboards are required to display only the registration decal, which should be attached to the front half of the top of the sailboard.



Registration Decal

Spaces or hyphens
should appear here.



Where To Register

Registration application forms are available from marine stores, county clerk's offices, or the Kansas Department of Wildlife & Parks (KDWP). Mail the completed application and required fee to the KDWP.

Registration Questions?

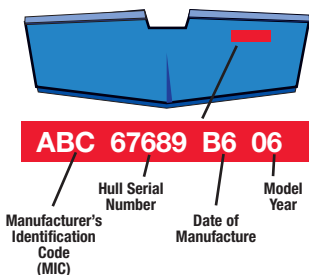
- ◆ Call the Kansas Department of Wildlife & Parks at **620-672-5911**.
- ◆ Visit the website at **www.kdwp.state.ks.us**

Registration Fee	
Any Length of Vessel	Fee
3 Years	\$32.50

Hull Identification Number KSA 32-1115 through

KSA 32-1117

- ◆ The Hull Identification Number (HIN) is a unique, 12-digit number engraved in the fiberglass or on a metal plate permanently attached to the transom.
- ◆ The HIN is required by federal law and must appear on the registration application.
- ◆ You should write down your HIN and put it in a place separate from your vessel in case warranty problems arise or your vessel is stolen.



Who May Operate a Vessel KSA 32-1125/KSA 32-1139/

KAR 115-30-10

- ◆ The minimum age for operating a vessel in Kansas is 12. **No one under the age of 12** may operate a motorboat or personal watercraft on Kansas public waters *unless* accompanied by and under the direct supervision of a parent or person over the age of 17.
- ◆ **Any person born on or after January 1, 1989, and less than 21 years of age**, must complete an approved boater safety education course in order to operate a motorboat, personal watercraft, or sailboat on Kansas public waters *unless* accompanied by and under the direct supervision of a person over the age of 17. The supervising person must:
 - Possess a certificate of completion of an approved boater safety education course **or ...**
 - Be born before January 1, 1989.
- ◆ It is illegal for the owner or person in possession of a vessel to allow a person who does not meet the age and boater safety education requirements to operate the vessel.

Required Equipment



When preparing to go out on a vessel, the operator must check that the legally required equipment is on board.

Personal Flotation Devices (PFDs) KSA 32-1129/

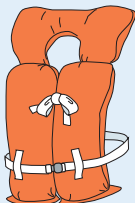
KAR 115-30-3

- ◆ All vessels must have at least one USCG–approved Type I, II, III, or V PFD for each person on board or being towed.
- ◆ In addition to the above requirement, one USCG–approved Type IV throwable device must be on board vessels 16 feet or longer, except canoes or kayaks.
- ◆ Persons 12 years of age or younger must *wear* a USCG–approved Type I, II, or III PFD while on board or being towed by a vessel. A life belt or ring will not satisfy the requirement.
- ◆ A PWC may not be operated unless each person on board is *wearing* a USCG–approved Type I, II, III, or V PFD.
- ◆ Sailboarders are not required to wear a PFD, but it is recommended.
- ◆ Besides being USCG–approved, all PFDs must be:
 - *In good and serviceable condition.*
 - *Readily accessible*, which means you are able to put the PFD on quickly in an emergency.
 - *Of the proper size for the intended wearer.* Sizing for PFDs is based on body weight and chest size.



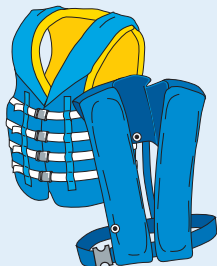
TYPE I: Offshore Life Jackets

These vests are geared for rough or remote waters where rescue may take awhile. They provide the most buoyancy, are excellent for flotation, and will turn most unconscious persons face up in the water.



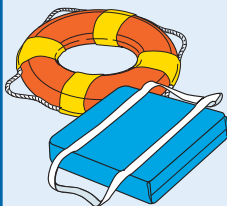
TYPE II: Near-Shore Vests

These vests are good for calm waters when quick rescue is likely. A Type II may not turn some unconscious wearers face up in the water.



TYPE III: Flotation Aids

These vests or full-sleeved jackets are good for calm waters when quick rescue is likely. They are not recommended for rough waters since they will not turn most unconscious persons face up.



TYPE IV: Throwable Devices

These cushions and ring buoys are designed to be thrown to someone in trouble. Since a Type IV is not designed to be worn, it is neither for rough waters nor for persons who are unable to hold onto it.



TYPE V: Special-Use Devices

These vests, deck suits, hybrid PFDs, and others are designed for specific activities such as windsurfing, kayaking, or water-skiing. *To be acceptable, Type V PFDs must be used in accordance with their label.*

Navigation Lights KSA 32-1119

The required navigation lights must be displayed between sunset and sunrise and during periods of restricted visibility.

Power-Driven Vessels When Underway

If less than 65.6 feet long, these vessels must exhibit the lights as shown in illustration 1. Remember, power-driven vessels include sailboats operating under engine power. The required lights are:

- ◆ Red and green sidelights visible from a distance of at least two miles away—or if less than 39.4 feet long, at least one mile away—on a dark, clear night.
- ◆ An all-round white light or both a masthead light and a sternlight. These lights must be visible from a distance of at least two miles away on a dark, clear night. The all-round white light (or the masthead light) must be at least 3.3 feet higher than the sidelights.

Unpowered Vessels When Underway

Unpowered vessels are sailboats or vessels that are paddled, poled, or rowed.

- ◆ **If less than 65.6 feet long**, these vessels must exhibit the lights as shown in illustration 2. The required lights are:
 - Red and green sidelights visible from at least two miles away—or if less than 39.4 feet long, at least one mile away.
 - A sternlight visible from at least two miles away.
- ◆ **If less than 23.0 feet long**, these vessels should:
 - If practical, exhibit the same lights as required for unpowered vessels less than 65.6 feet in length.
 - If not practical, have on hand at least one lantern or flashlight shining a white light as in illustration 3.

All Vessels When Not Underway

All vessels are required to display a white light visible in all directions whenever they are moored or anchored outside a designated mooring area between sunset and sunrise.

1. Power-Driven Vessels Less Than 65.6 Feet



The masthead light and sternlight may be combined as an all-round white light on vessels less than 39.4 feet long.



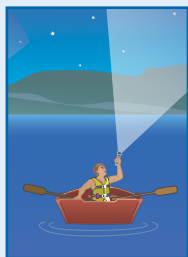
Less than 39.4 feet only

2. Unpowered Vessels Less Than 65.6 Feet



An alternative to the sidelights and sternlight is a combination red, green, and white light, which must be exhibited near the top of the mast.

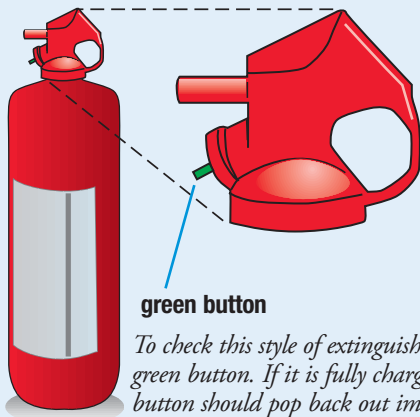
3. Unpowered Vessels Less Than 23.0 Feet



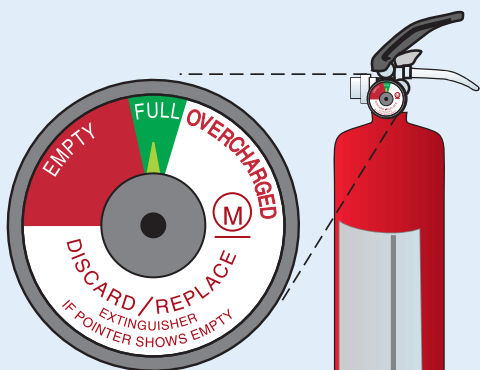
Vessel operators should never leave shore without a flashlight. Even if you plan to return before dark, unforeseen developments might delay your return past nightfall.

Fire Extinguisher Charge Indicators

Check the charge level of your fire extinguishers regularly. Replace them immediately if they are not fully charged.



To check this style of extinguisher, depress the green button. If it is fully charged, the green button should pop back out immediately.



On this style of fire extinguisher, the needle indicator should be in the "full" range.

Fire Extinguishers KSA 32-1119/KAR 115-30-4

- ◆ Extinguishers are classified by a letter and number symbol. Type B fires are of flammable liquids like gasoline or oil.
- ◆ Approved types of fire extinguishers are identified by the following marking on the label—"Marine Type USCG Approved"—followed by the type and size symbols and the approval number.
- ◆ Extinguishers should be placed in an accessible area—not near the engine or in a compartment, but where they can be reached immediately. Be sure you know how to operate them, and inspect extinguishers regularly to ensure they are in working condition and fully charged.

Use this chart to determine the size and quantity required for your vessel.

Fire Extinguisher Requirements

Classification type & size	Foam minimum gallons	Carbon Dioxide minimum pounds	Dry Chemical minimum pounds
B-I	1¼	4	2
B-II	2½	15	10

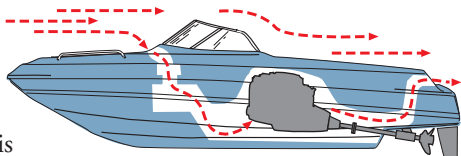
Length of Vessel	Without Fixed System	With Fixed System*
Less than 16 ft.**	one B-I	None
16 ft. to less than 26 ft.	one B-I	None
26 ft. to less than 40 ft.	two B-I or one B-II	one B-I
40 ft. to less than 65 ft.	three B-I or one B-II and one B-I	two B-I or one B-II

* Refers to a permanently installed (built-in) fire extinguisher system

** Required only if one or more of the following conditions exist: inboard engine, closed compartments where portable fuel tanks may be stored, double-bottom construction not sealed to the hull or not completely filled with flotation material, closed living spaces, closed storage compartments in which flammable or combustible materials may be stored, permanently installed fuel tanks

Ventilation Systems KSA 32-1119

- ◆ All gasoline-powered vessels, constructed in a way that would entrap fumes, must have at least two ventilation ducts fitted with cowls to remove the fumes.
- ◆ If your vessel is equipped with a power ventilation system, turn it on for at least four minutes both after fueling and before starting your engine.
- ◆ If your vessel is not equipped with a power ventilation system (for example, a personal watercraft), open the engine compartment and sniff for gasoline fumes before starting the engine.



Mufflers and Noise Limits KSA 32-1120

Vessel operators may not hear sound signals or voices if the engine is not adequately muffled.

- ◆ The exhaust of every internal combustion engine of any vessel operated on Kansas waters must be equipped with a muffler system that effectively muffles the noise of the exhaust. The muffler system may be an exhaust water manifold or a factory-type muffler installed on the engine.
- ◆ The muffler system must be in good working order, in constant operation, and installed in such a way that it prevents any excessive or unusual noise.
- ◆ Excessive noise is illegal. Specifically, it is illegal to:
 - Remove, alter, or modify a muffler system.
 - Operate or give permission to operate any vessel if it is equipped with an altered muffler, a muffler cutout, a muffler bypass, or any other device that increases noise.
 - Exceed a sound level of 86 decibels on the “A” weighted scale, when measured from a distance of 50 feet or more from the vessel’s engine.

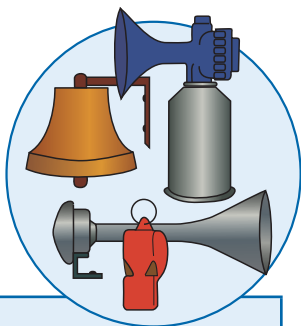
Backfire Flame Arrestors KSA 32-1119

- ◆ All powerboats (except outboards) that are fueled with gasoline must have an approved backfire flame arrestor on each carburetor.
- ◆ Backfire flame arrestors must be in good and serviceable condition and U.S. Coast Guard–approved.
- ◆ Periodically clean the flame arrestor(s) and check for damage.

Sound-Producing Devices

KSA 32-1119

In periods of reduced visibility or whenever a vessel operator needs to signal his or her intentions or position, a sound-producing device is essential.



If on Kansas Waters

*Less than 40 feet long
(includes PWCs)*

Whistle, horn, or other mechanical sound-producing device audible for at least one mile required

40 feet long or longer

Whistle, horn, or other mechanical sound-producing device *and* a bell audible for at least one mile required

If on Federally Controlled Waters

*Less than 65.6 feet long
(includes PWCs)*

Whistle or horn audible for at least one-half mile required

65.6 feet long or longer

Whistle or horn *and* a bell audible for at least one mile required

No vessel may be equipped with a siren except vessels used by law enforcement officers.

Visual Distress Signals (VDSs)

Visual Distress Signals (VDSs) allow vessel operators to signal for help in the event of an emergency.

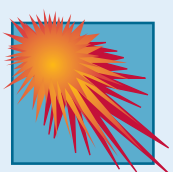
- ◆ Vessels on federally controlled waters must be equipped with visual distress signals that are U.S. Coast Guard–approved, in serviceable condition, and readily accessible.
- ◆ All vessels, regardless of length or type, are required to carry night signals when operating between sunset and sunrise. Most vessels must carry day signals also; exceptions to the requirement for day signals are:
 - Recreational vessels that are less than 16 feet in length
 - Non-motorized open sailboats that are less than 26 feet in length
 - Manually propelled vessels
- ◆ Kansas does not require VDSs when operating on state waters; however, they are recommended safety equipment.
- ◆ If pyrotechnic VDSs are used, a minimum of three must be carried in the vessel. Also, pyrotechnic VDSs must be dated and may not be carried past their expiration date.
- ◆ The following combinations of signals are examples of VDSs that could be carried on board to satisfy U.S. Coast Guard requirements:
 - Three handheld red flares (day and night)
 - One handheld red flare and two red meteors (day and night)
 - One handheld orange smoke signal (day), two floating orange smoke signals (day), and one electric light (night only)
- ◆ It is prohibited to display visual distress signals while on the water unless assistance is required to prevent immediate or potential danger to persons on board.

VDSs are classified as day signals (visible in bright sunlight), night signals (visible at night), or both day and night signals. VDSs are either pyrotechnic (smoke and flames) or non-pyrotechnic (non-combustible).

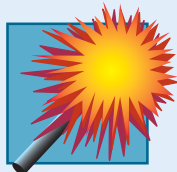
Pyrotechnic Visual Distress Signals



Orange Smoke
Day Signal

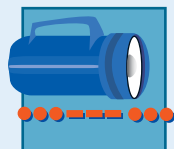


Red Meteor
Day and Night Signal



Red Flare
Day and Night Signal

Non-Pyrotechnic Visual Distress Signals



Electric Light
Night Signal



Orange Flag
Day Signal



Arm Signal
Although this signal does not meet VDS equipment requirements, wave your arms to summon help if you do not have other distress signals on board.

Federally Controlled Waters

Vessels must observe federal requirements on these waters:

- Coastal waters
- The Great Lakes
- Territorial seas
- Waters which are two miles wide or wider and are connected directly to one of the above

Other Equipment and Regulations KSA 32-1151

Diver-Down Flag

- ◆ Scuba divers, skin divers, and snorkelers must display a red and white divers flag at or near the point of submergence. Scuba divers must place their flag on a buoy. It is unlawful to display a diver-down flag if diving or spearfishing is not in progress. Boaters should maintain a safe distance between the flag and their vessel. Two types of flags are used to indicate diving activity.
 - A red flag at least 21 inches square with a white diagonal stripe that extends from the top of the hoist to the bottom of the flag is used if on Kansas state waters.
 - A blue and white International Code Flag A (or Alfa flag), at least 3.3 feet (one meter) high and visible from all directions, must be displayed on vessels on federally controlled waters. This flag indicates that a vessel is involved in a diving activity. It may be displayed in addition to the divers flag but does not replace the divers flag.



Divers Flag

A red flag with a white diagonal stripe is used if on state waters.



Alfa Flag

A blue and white International Code Flag A (or Alfa flag), usually flown from a vessel, is used on federally controlled waters.

Skier-Down Flag KSA 32-1128

Kansas law requires that vessels towing person(s) on water skis or other similar devices carry and use a bright orange or red skier-down flag, at least 12 x 12 inches in size, whenever the towed person(s) is in the water preparing to be towed or waiting to be picked up by the towing vessel.



Skier-Down Flag

A rectangular, international orange or red flag must be displayed whenever the towed person(s) is in the water.

Capacity Plates KSA 32-1126/KAR 115-30-5/KAR 115-30-6

All vessels built after November 1, 1972, and that are less than 20 feet in length and designed to carry two or more people, must have a permanently affixed capacity plate. It is illegal to remove, alter, or deface the capacity plate.

Marine Events KSA 32-1149/KAR 115-30-9

You must apply to the Kansas Department of Wildlife & Parks for a permit in advance of regattas, motorboat or other boat races, marine parades, tournaments, or exhibitions to be held on state-controlled waters. A permit from the U.S. Coast Guard is required for an event on federally controlled waters.

Local Regulations

Local waterways may have specific equipment and operational restrictions in addition to those covered in this Handbook. Be sure to check for local regulations before you go boating.

Unlawful Operation KSA 32-1119/KSA 32-1125/KAR 115-8-7

Kansas law states that these dangerous operating practices are illegal.

- ◆ **Reckless or Negligent Operation** is operating any vessel or manipulating any water skis or similar device in a manner that causes danger to any person, property, or wildlife. Examples of reckless or negligent operation include:
 - Operating under the influence of alcohol or drugs
 - Entering a marked swimming or all-boats-prohibited area with a vessel
 - Operating a vessel in violation of restrictions given by buoys or signs marking an area
 - Failing to observe the navigation rules
 - Weaving through congested waterway traffic
 - Jumping the wake of another vessel too close to that vessel
 - Maneuvering such that you must swerve at the last possible moment to avoid a collision
 - Operating such that you collide with another vessel, object, or person
 - Chasing wildlife with your vessel
- ◆ **Improper Speed or Distance** is not maintaining a proper speed or distance while operating a vessel. Specifically, it is illegal to:
 - Operate a vessel at greater than “**no wake speed**” in any posted no wake zone or within 200 feet of any boat ramp, boat dock, boat storage, or concessionaire’s facilities.
 - Operate a vessel within 200 feet of any marked swimming area.

- Cause damage or unnecessary inconvenience from the wake of your vessel.
- ◆ **Improper Use** is operating a vessel for purposes other than fishing or hunting in areas marked as fishing areas or hunting areas.
- ◆ **Overloading or Overpowering** is loading or powering the vessel beyond the safe load and horsepower limits, taking into consideration weather and other operating conditions. The safe load and horsepower limits for most vessels are shown on the capacity plate installed by the vessel manufacturer.

“**No Wake Speed**” means the speed at which the vessel does not produce a wake, not to exceed 5 miles per hour.

Obstructing Navigation KAR 115-30-7

It is illegal to:

- ◆ Operate any vessel in such a way that it will interfere unnecessarily with the safe navigation of other vessels.
- ◆ Anchor a vessel in the traveled portion of a river or channel in a way that will prevent or interfere with any other vessel passing through the same area.
- ◆ Moor or attach a vessel to a buoy (other than a mooring buoy), beacon, light, or any other navigational aid placed on public waters by proper authorities.
- ◆ Move, displace, tamper with, damage, or destroy any navigational aid.
- ◆ Obstruct a pier, wharf, boat ramp, or access to any facility.

Homeland Security Restrictions

- ◆ Do not approach within 100 yards and slow to minimum speed within 500 yards of any U.S. Naval vessel. If you need to pass within 100 yards of a U.S. Naval vessel for safe passage, you must contact the vessel or the USCG escort vessel on VHF-FM channel 16.
- ◆ Observe and avoid all security zones. Avoid commercial port operation areas, especially those that involve military, cruise-line, or petroleum facilities.
- ◆ Observe and avoid other restricted areas near dams, power plants, etc.
- ◆ Do not stop or anchor beneath bridges or in the channel.
- ◆ Keep a sharp eye out for anything out of the ordinary, and report suspicious activities to the closest authority.

Alcohol and Drugs KSA 32-1125/KSA 32-1130 through

KSA 32-1135

Kansas law prohibits boating while under the influence of alcohol or drugs. Alcohol and drugs cause impaired balance, blurred vision, poor coordination, impaired judgment, and slower reaction times. Alcohol is a major contributor to boating accidents and fatalities.

- ◆ Kansas law states that a person is considered to be operating a vessel under the influence of alcohol or drugs if he or she:
 - Has a blood or breath alcohol concentration of 0.08% or greater, or 0.02% or greater if the person is less than 21 years of age *or ...*
 - Is under the influence of any controlled substance, any other drug, or any combination of alcohol, controlled substance, or drugs that renders him or her incapable of operating safely.
- ◆ The penalty for a first conviction of operating a vessel under the influence is imprisonment of no more than one

year. A fine of \$100 to \$500 also may be added by the court. The penalty for a second or subsequent conviction is imprisonment of 90 days to one year and, at the court's discretion, a fine of \$100 to \$500.

- ◆ A person under the age of 21 who submits to a breath or blood alcohol test and produces a test result of an alcohol concentration of 0.02% or greater but less than 0.08% will have their boating privileges suspended for 30 days. After a second occurrence, their boating privileges will be suspended for 90 days.
- ◆ In addition to other penalties, any person convicted of an alcohol violation will be required to complete a boater safety education course satisfactorily before operating any vessel.
- ◆ Anyone who operates or attempts to operate a vessel is deemed to have given consent to an alcohol and/or drug test. Failure to submit to a test will result in the loss of boating privileges for three months and any other penalties prescribed by law, rule, or regulation.
- ◆ It is illegal for the owner or operator of a motorboat or sailboat to knowingly allow the vessel to be operated by someone under the influence of alcohol, a controlled substance, or any other drug or combination that renders that person incapable of operating safely.



Boating Accidents and Casualties KSA 32-1177/

KAR 115-30-8

- ◆ An operator involved in a boating accident must:
 - Stop his or her vessel *immediately* at the scene of the accident *and* ...
 - Aid anyone injured or in danger from the accident, unless doing so would seriously endanger his or her own vessel or passengers *and* ...
 - Give, in writing, his or her name, address, and vessel identification to anyone injured and to the owner of any damaged property.
- ◆ A vessel operator involved in a boating accident must report the accident to the Kansas Department of Wildlife & Parks or any commissioned law enforcement officer immediately if the accident involved:
 - Injury to any person requiring treatment beyond first aid *or* ...
 - Death or disappearance of any person.
- ◆ Damage to the vessel(s) or other property exceeding \$2,000 must be reported to the Department or any commissioned law enforcement officer immediately.
- ◆ Accidents should be reported on accident report forms available from the Law Enforcement Division of the Department. All reports must be submitted to:
Law Enforcement Division
Kansas Department of Wildlife & Parks
512 SE 25th Avenue
Pratt, Kansas 67124-8174

Enforcement KSA 32-1125/KSA 32-1179

Kansas Department of Wildlife & Parks officers and all other peace officers enforce the boating laws of Kansas. U.S. Coast Guard officers also patrol and have enforcement authority on federally controlled waters.

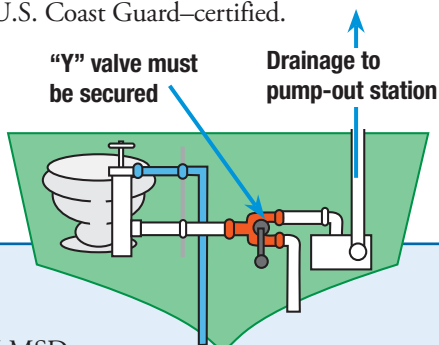
- ◆ Officers have the authority to stop and board your vessel to check for compliance with state and federal laws.
- ◆ It is illegal to refuse to follow the directive of a person with law enforcement authority. If you receive a visual or audible signal from a law enforcement officer, you must stop.

Discharge of Waste KSA 32-1151 through KSA 32-1155/

KAR 115-30-12

- ◆ If you have a recreational vessel with installed toilet facilities, it must have an operable marine sanitation device (MSD) on board.
- ◆ All installed marine sanitation devices must be self-contained and U.S. Coast Guard-certified.

Typical Marine Sanitation Device



Three Types of MSDs

- ◆ Types I and II MSDs are usually found on large vessels. Waste is treated with special chemicals to kill bacteria before the waste is discharged. Types I and II MSDs with “Y” valves that would direct the waste overboard must be secured so that the valve cannot be opened.
- ◆ Type III MSDs provide no treatment and are either holding tanks or portable toilets. Collected waste should be taken ashore and disposed of in a pump-out station or onshore toilet.

Discharge of Oil and Other Hazardous Substances

- ◆ You are not allowed to discharge oil or hazardous substances into the water.
- ◆ You are not allowed to dump oil into the bilge of the vessel without means for proper disposal.
- ◆ You must dispose of oil waste at an approved reception facility. On recreational vessels, a bucket or bailer is adequate for temporary storage prior to disposing of the oil waste at an approved facility.

If your vessel discharges oil or hazardous substances into the water:



- ◆ Immediately call the U.S. Coast Guard at **1-800-424-8802**.
- ◆ Also call the Kansas Department of Wildlife & Parks Law Enforcement Division at **620-672-5911**.

- ◆ If boating on federally controlled waters and your vessel is 26 feet or longer, you must display a 5 x 8-inch placard made of durable material, fixed in a conspicuous place in the machinery spaces or at the bilge pump control station, stating the Federal Water Pollution Control Act's law.

Discharge of Trash **KAR 115-8-20**

It is illegal to dump refuse, garbage, or plastics into any state or federally controlled waters. Many forms of litter can kill birds, fish, and marine mammals.

- ◆ You must store trash in a container while on board and place it in a proper receptacle after returning to shore.
- ◆ If boating on federally controlled waters and your vessel is 26 feet or longer, you must display a Garbage Disposal Placard that is at least 4 x 9 inches and notifies passengers and crew about discharge restrictions.

Specifically for PWCs



PWC operators must obey the laws that apply to other vessels as well as obey additional requirements that apply specifically to the operation of personal watercraft.

Requirements Specific to PWCs KSA 32-1110/

KAR 115-30-10

- ◆ Every person on board a PWC must *wear* a U.S. Coast Guard–approved Type I, II, III, or V PFD that is in good and serviceable condition.
- ◆ If the PWC is equipped by the manufacturer with an ignition safety switch, the lanyard must be attached to the person, clothing, or life jacket of the operator.
- ◆ PWCs may not be operated between sunset and sunrise.
- ◆ PWC operators must always face forward.
- ◆ PWCs must operate at “no wake speed” when within 200 feet of docks, boat ramps, swimmers, bridge structures, moored or anchored vessels, sewage pump-out facilities, or nonmotorized vessels.
- ◆ There are age and boater education requirements for operators of personal watercraft (see “Who May Operate a Vessel”).
- ◆ PWCs must be operated in a responsible manner. For example, it is illegal to:
 - Jump the wake of another vessel at an unsafe distance from the vessel creating the wake.
 - Weave through congested waterway traffic.



Specifically for Skiing



Vessel operators towing a person(s) on water skis, a surfboard, or any other device have additional laws.

Requirements for Towing Skiers KSA 32-1128

- ◆ Operators must have:
 - A wide-angle rearview mirror properly placed to provide a maximum view of the person or persons being towed **or...**
 - A second person at least 12 years old to act as an observer.
- ◆ Vessels towing a person(s) on water skis or a similar device must carry on board a bright orange or red skier-down flag and display it whenever the towed person(s) is in the water preparing to be towed or waiting to be picked up by the towing vessel. The flag must be displayed so that it is visible from all directions.
- ◆ Vessels may not tow a person(s) on water skis or any other devices from one-half hour after sunset to one-half hour before sunrise.
- ◆ PWCs may not be used to tow a person on water skis, kneeboards, inflatable crafts, or any other device unless the PWC is designed to accommodate more than one person **and** that by doing so it does not exceed the PWC's own capacity rating.



- ◆ Everyone engaged in water-skiing—the operator, the observer, and the towed person(s)—must conduct themselves in a safe manner. It is illegal to cause the towed device or person to collide with any object or person. It is also illegal to water-ski or manipulate any other towed device while under the influence of alcohol, a controlled substance, any other drug, or a combination.
- ◆ Although not required by Kansas law, it is recommended that anyone being towed behind a vessel *wear* a U.S. Coast Guard–approved Type I, II, III, or V PFD that is in good and serviceable condition.

Hand Signals for Skiers

Knowing proper hand signals will help the skier(s) communicate with their boat operator or the observer.



Skier OK



Back to dock



Skier down—watch!



Speed up



Slow down



Stop



Turn left



Turn right



Speed OK

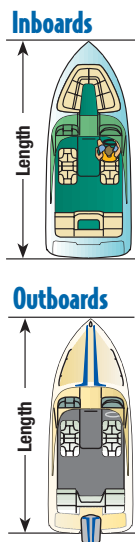
Before Going Out



Before going out on the water, take steps to make the outing safe and enjoyable.

Vessel Length Classes

- ◆ A vessel's length class determines the equipment necessary to comply with federal and state laws.
- ◆ Vessels are divided into length classes:
 - Less than 16 feet
 - 16 feet to less than 26 feet
 - 26 feet to less than 40 feet
 - 40 feet to less than 65 feet
- ◆ Length is measured from the tip of the bow in a straight line to the stern. This does not include outboard motors, brackets, rudders, bow attachments, or swim platforms and ladders that are not a molded part of the hull.



Vessel Capacity

- ◆ Always check the capacity plate, which is usually found near the operator's position or on the vessel's transom. This plate indicates the maximum weight capacity and maximum number of people that the vessel can carry safely.
- ◆ PWCs and some other vessels are not required to have a capacity plate. Always follow the recommended capacity in the owner's manual and on the manufacturer's warning decal.

Fueling a Vessel

Never fuel at night unless it is an emergency. If you must refuel after dark, use only electric lights. Try to refuel away from the water or on a commercial fueling ramp.

◆ **Before beginning to fuel:**

- Dock the boat securely and ask all passengers to exit.
- Do not allow anyone to smoke or strike a match.
- Check all fuel lines, connections, and fuel vents.
- Turn off anything that might cause a spark—engines, fans, or electrical equipment.
- Shut off all fuel valves and extinguish all open flames, such as galley stoves and pilot lights.
- Close all windows, ports, doors, and other openings to prevent fumes from entering the boat.
- Remove portable fuel tanks and fill them on the dock.

◆ **While filling the fuel tank:**

- Keep the nozzle of the fuel-pump hose in contact with the tank opening to prevent producing a static spark.
- Avoid spilling fuel into the boat's bilge or the water.
- Never fill a tank to the brim—leave room to expand.

The most important safe fueling practice ...

If your vessel is equipped with a power ventilation system, turn it on for at least four minutes both after fueling and before starting your engine to remove gas vapors in the bilge.

◆ **After fueling:**

- Wipe up any spilled fuel.
- Open all windows, ports, doors, and other openings.

Additional Safety Procedures for PWCs

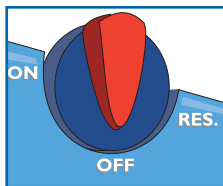
- ◆ Do not tip the PWC in order to fill it all the way up. If the tank is overfilled, the fuel may expand and spill into the water.
- ◆ After fueling, open the door of the engine compartment and sniff to check for any evidence of gas fumes. Do this before starting the engine. If you do smell gas fumes, determine the source and make repairs immediately.



Fuel Selector Switch on a PWC

This switch can help you avoid becoming stranded without fuel.

- ◆ Use the “Off” position when the PWC’s engine is turned off.
- ◆ Use the “On” position while you are underway.
- ◆ Use the “Reserve” position if you run out of fuel while underway. This will allow you to return to shore. Don’t forget to switch back to “On” after refueling.



Preventing Theft

Defend against theft of your vessel and equipment.

- ◆ Store your vessel so that it is not easily accessed.
 - Store your vessel and trailer in a locked garage or storage area.
 - Park another vehicle in front of the trailer, or lock the trailer to a fixed object in a well-lighted area.
 - Secure the vessel and trailer to a fixed object with a good quality chain and lock. If moored, secure the vessel to the dock with a steel cable and lock.
 - Remove a trailer wheel if parked for an extended time.
 - Purchase a quality trailer hitch lock and use it.
- ◆ Chain and lock the motor and fuel tanks to the vessel.
- ◆ Mark or engrave all equipment with an identifier such as your driver’s license number.
- ◆ Photograph or videotape the interior and exterior of your vessel, showing all installed equipment and additional gear and equipment. Make a complete inventory of your equipment, vessel, and trailer.
- ◆ Remove expensive electronics or other valuables if the vessel is left unattended.
- ◆ Cover your vessel and always remove the keys.
- ◆ Title and register your vessel.

Filing a Float Plan

Before going out on a vessel, it is always a good idea to leave a float plan with a relative or friend, or at least with a local marina. A float plan should:

- ◆ Describe the vessel, including its registration number, length, make, horsepower, and engine type.
- ◆ State where you are going, the detailed route, your planned departure time, and your expected return time.
- ◆ Give the name, address, and telephone number of each person on board and an emergency contact.

Pre-Departure Checklist

You can help assure a good time while operating your vessel by performing this pre-departure check.

- ✓ Check the weather forecast for the area and time frame during which you will be boating.
- ✓ Make sure that the steering and throttle controls operate properly and all lights are working properly.
- ✓ Check for any fuel leaks from the tank, fuel lines, and carburetor.
- ✓ Check the engine compartment for oil leaks.
- ✓ Check hose connections for leaks or cracks, and make sure hose clamps are tight.
- ✓ Drain all water from the engine compartment, and be sure the bilge plug is replaced and secure.
- ✓ Check to be sure you have a fully charged engine battery and fire extinguishers.
- ✓ If so equipped, make sure the ignition safety switch and wrist lanyard are in good order.
- ✓ Make sure you have the required number of life jackets, and check that they are properly fitted for each person on board and in good condition.
- ✓ Leave a float plan with a reliable friend or relative.

Safe navigation on Kansas waterways is everyone's responsibility. All operators are equally responsible for taking action necessary to avoid collisions.

Encountering Other Vessels

Even though no vessel has the "right-of-way" over another vessel, there are some rules that every operator should follow when encountering other vessels. It is the responsibility of both operators to take the action needed to avoid a collision. The next page shows what to do when encountering another vessel.

To prevent collisions, every operator should follow the three basic rules of navigation.

- ◆ Practice good seamanship.
- ◆ Keep a sharp lookout.
- ◆ Maintain a safe speed and distance.

Encountering Vessels With Limited Maneuverability

- ◆ When operating a power-driven vessel, you must give way to:
 - Any vessel not under command, such as an anchored or disabled vessel
 - Any vessel restricted in its ability to maneuver, such as a vessel towing another or laying cable, or one constrained by its draft, such as a large ship in a channel
 - A vessel engaged in commercial fishing
 - A sailboat under sail unless it is overtaking
- ◆ When operating a vessel under sail, you must give way to:
 - Any vessel not under command
 - Any vessel restricted in its ability to maneuver
 - A vessel engaged in commercial fishing

Navigation Rules

There are two terms that help explain these rules.

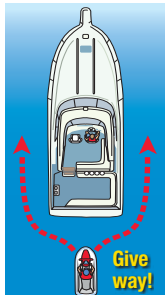
- ◆ **Stand-on vessel:** The vessel that should maintain its course and speed
- ◆ **Give-way vessel:** The vessel that must take early and substantial action to avoid collision by stopping, slowing down, or changing course



Power vs. Power



Power vs. Power



Power vs. Power

Meeting Head-On

Power vs. Power: Neither vessel is the stand-on vessel. Both vessels should keep to the starboard (right).

Power vs. Sail: The powerboat is the give-way vessel. The sailboat is the stand-on vessel.

Crossing Situations

Power vs. Power: The vessel on the operator's port (left) side is the give-way vessel. The vessel on the operator's starboard (right) side is the stand-on vessel.

Power vs. Sail: The powerboat is the give-way vessel. The sailboat is the stand-on vessel.

Overtaking

Power vs. Power: The vessel that is overtaking another vessel is the give-way vessel. The vessel being overtaken is the stand-on vessel.

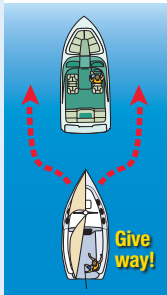
Power vs. Sail: The vessel that is overtaking another vessel is the give-way vessel. The vessel being overtaken is the stand-on vessel.



Power vs. Sail



Power vs. Sail

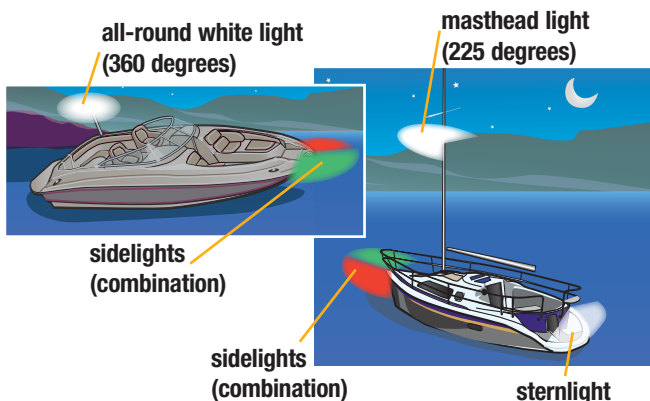


Power vs. Sail

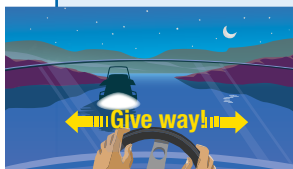
Nighttime Navigation

Be on the lookout for the lights of other vessels when boating at night. Several types of lights serve as navigational aids at night. There are four common navigation lights.

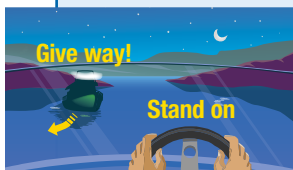
- ◆ **Sidelights:** These red and green lights are called sidelights (also called combination lights) because they are visible to another vessel approaching from the side or head-on. The red light indicates a vessel's port (left) side; the green indicates a vessel's starboard (right) side.
- ◆ **Sternlight:** This white light is seen only from behind or nearly behind the vessel.
- ◆ **Masthead Light:** This white light shines forward and to both sides and is required on all power-driven vessels. A masthead light must be displayed by all vessels when under engine power. The absence of this light indicates a sailboat under sail.
- ◆ **All-Round White Light:** On power-driven vessels less than 39.4 feet in length, this light may be used to combine a masthead light and sternlight into a single white light that can be seen by other vessels from any direction. This light serves as an anchor light when sidelights are extinguished.



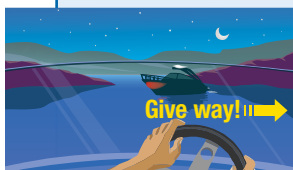
Encountering Vessels at Night



When you see only a white light, you are overtaking another vessel. It is the stand-on vessel whether it is underway or anchored. You may go around it on either side.



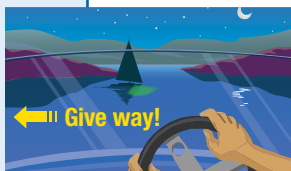
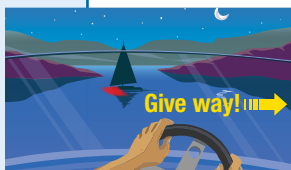
When you see a green and a white light, you are the stand-on vessel. However, remain alert in case the other vessel operator does not see you or does not know the navigation rules.



When you see a red and a white light, you must give way to the other vessel! Slow down and allow the vessel to pass, or you may turn to the right and pass behind the other vessel.

Encountering a Sailboat at Night

When you see **only a red light or only a green light**, you may be approaching a sailboat under sail and you must give way. The sailboat under sail is always the stand-on vessel!



U.S. Aids to Navigation System (ATON)

Buoys and markers are the “traffic signals” that guide vessel operators safely along some waterways. They also identify dangerous or controlled areas and give directions and information. As a recreational boat or PWC operator, you will need to know the lateral navigation markers and non-lateral markers of the U.S. Aids to Navigation System.

Lateral Markers

These navigation aids mark the edges of safe water areas; for example, directing travel within a channel. The markers use a combination of colors and numbers, which may appear on either buoys or permanently placed markers.

Red colors, red lights, and even numbers indicate the right side of the channel as a boater enters from the open sea or heads upstream.

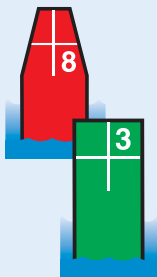


Green colors, green lights, and odd numbers indicate the left side of the channel as a boater enters from the open sea or heads upstream.

Red and green colors and/or lights indicate the preferred (primary) channel. If green is on top, the preferred channel is to the right as a boater enters from the open sea or heads upstream; if red is on top, the preferred channel is to the left.



Nuns are red cone-shaped buoys marked with even numbers.

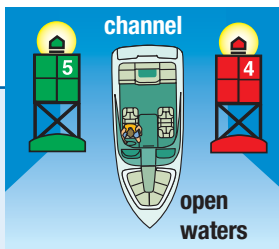
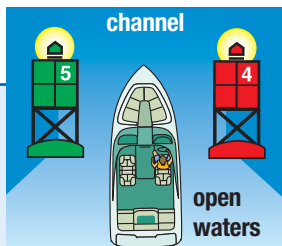


Cans are green cylindrical-shaped buoys marked with odd numbers.



Lighted Buoys use the lateral marker colors and numbers discussed above; in addition, they have a matching colored light.

Daymarks are permanently placed signs attached to structures, such as posts, in the water. Common daymarks are red triangles (equivalent to nuns) and green squares (equivalent to cans). They may be lighted also.



Red Right Returning

is a reminder of the correct course when returning from open waters or heading upstream.

Non-Lateral Markers

Non-lateral markers are navigational aids that give information other than the edges of safe water areas. The most common are regulatory markers which are white and use orange markings and black lettering. These markers are found on lakes and rivers.



Information

Squares indicate where to find food, supplies, repairs, etc. and give directions and other information.



Controlled

Circles indicate a controlled area such as speed limit, no fishing or anchoring, ski only or no skiing, or “slow, no wake.”



Exclusion

Crossed diamonds indicate areas off-limits to all vessels such as swimming areas, dams, and spillways.

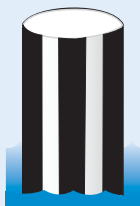


Danger

Diamonds warn of dangers such as rocks, shoals, construction, dams, or stumps. Always proceed with caution.

Other Non-Lateral Markers

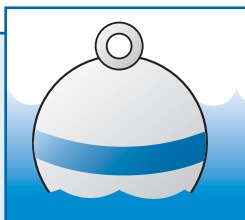
Safe Water Markers are white with red vertical stripes and mark mid-channels or fairways. They may be passed on either side.



Inland Waters Obstruction Markers are white with black vertical stripes and indicate an obstruction to navigation. You should not pass between these buoys and the nearest shore.

Mooring Buoy

Mooring buoys are white with a blue horizontal band and are found in marinas and other areas where vessels are allowed to anchor.



Weather Emergencies

Weather can change very rapidly and create unexpected situations for boat operators. Even meteorologists have trouble predicting rapid weather changes. You should always monitor weather developments. One way is to tune a VHF radio to the frequencies listed on the next page.

What To Do If Caught in Severe Weather

◆ Prepare the boat to handle severe weather.

- Slow down, but keep enough power to maintain headway and steering.
- Close all hatches, windows, and doors to reduce the chance of swamping.
- Stow any unnecessary gear.
- Turn on your boat's navigation lights. If there is fog, sound your fog horn.
- Keep bilges free of water. Be prepared to remove water by bailing.
- If there is lightning, disconnect all electrical equipment. Stay as clear of metal objects as possible.

◆ Prepare your passengers for severe weather.

- Have everyone put on a USCG–approved life jacket (PFD). If passengers are already wearing their life jackets, make sure they are secured properly.
- Have passengers sit on the vessel floor close to the centerline for their safety and to make the boat more stable.

◆ Decide whether to go to shore or ride out the storm.

- If possible, head for the nearest shore that is safe to approach. If already caught in a storm, it may be best to ride it out in open water rather than try to approach the shore in heavy wind and waves.
- Head the bow into the waves at a 45-degree angle. PWCs should head directly into the waves.

- If the engine stops, drop a “sea anchor” on a line off the bow to keep the bow headed into the wind and reduce drifting while you ride out the storm. In an emergency, a bucket will work as a sea anchor.
- If the sea anchor is not sufficient, anchor using your conventional anchor to prevent your boat from drifting into dangerous areas.

VHF Frequencies Broadcasting NOAA Weather Reports

162.400 MHz	162.450 MHz	162.500 MHz	162.550 MHz
162.425 MHz	162.475 MHz	162.525 MHz	

These are the most commonly used VHF channels on United States waters.

Channel 6 Intership safety communications.

Channel 9 Communications between vessels (commercial and recreational), and ship to coast (calling channel in designated USCG Districts).

Channel 13 Navigational use by commercial, military, and recreational vessels at bridges, locks, and harbors.

Channel 16 Strictly for distress and safety calls to U.S. Coast Guard and others, and to initiate calls to other vessels; often called the “hailing” channel. (Some regions use other channels as the hailing channel.) When hailing, contact the other vessel, quickly agree to another channel, and then switch to that channel to continue conversation.

Channel 22 Communications between the U.S. Coast Guard and the maritime public, if directed by the U.S. Coast Guard. Severe weather warnings, hazards to navigation, and other safety warnings are broadcast on this channel.

Channels 24-28 Public telephone calls (to marine operator).

Channels 68, 69, and 71 Recreational vessel radio channels and ship to coast.

Channel 70 Digital selective calling “alert channel.”

Specifically for PWCs



Although a personal watercraft (PWC) is considered an inboard vessel and comes under the same rules and requirements of any other vessel, there are specific considerations for the PWC operator.

steering control



steering nozzle

Steering and Stopping a PWC

- ◆ PWCs are propelled by drawing water into a pump and then forcing it out under pressure through a steering nozzle at the back of the unit. This “jet” of pressurized water is directed by the steering control—when the steering control is turned, the steering nozzle turns in the same direction. For example, if the steering control is turned right, the nozzle turns right and the jet of water pushes the back of the vessel to the left, which causes the PWC to turn right.

Remember—no power means no steering control ...

You always must have power in order to maintain control. If you allow the engine to return to idle or shut off during operation, you lose all steering control. The PWC will continue in the direction it was headed before the engine was shut off, no matter which way the steering control is turned.

- ◆ **A PWC has no brakes.** Always allow plenty of room for stopping. Just because you release the throttle or shut off the engine does not mean you will stop immediately.

Ignition Safety Switches

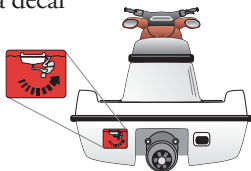
- ◆ Most PWCs and powerboats come equipped by the manufacturer with an important device called an emergency ignition safety switch. This is a safety device that is designed to shut off the engine if the operator is thrown from the proper operating position.
- ◆ A lanyard is attached to the safety switch and the operator's wrist or life jacket. The safety switch shuts off the engine if the operator falls off the PWC or out of the powerboat. If your vessel does not come equipped with an ignition safety switch, you should have one installed.
- ◆ If the PWC is equipped with a lanyard-type ignition safety switch, it must be attached to the person, clothing, or life jacket of the operator.



Reboarding a Capsized PWC

After a fall, the PWC could be overturned completely. You should be familiar with the proper procedure to right the PWC and to reboard from the rear of the craft.

- ◆ Most manufacturers have placed a decal at the rear or bottom of the craft that indicates the direction to roll your PWC to return it to an upright position. If no decal exists, check your owner's manual or ask the dealer. If you roll it over the wrong way, you could damage your PWC.
- ◆ Practice reboarding with someone else around to make sure you can handle it alone. Don't ride your PWC if you are very tired because reboarding would be difficult. Also, avoid riding where there are strong currents or winds, which could hamper your reboarding efforts.



Courtesy When Encountering Other Vessels

- ◆ Jumping the wake of a passing boat, or riding too close to another PWC, a boat, or a canoe/kayak, creates risks and is restricted or even prohibited in some states. The vessel making the wake may block the PWC operator's view of oncoming traffic and also conceal the PWC operator from approaching vessels.
- ◆ Excessive noise from PWCs often makes them unwelcome with other vessel operators and people on shore. Be a courteous PWC operator.
 - Vary your operating area, and do not keep repeating the same maneuver.
 - Avoid congregating with other PWC operators near shore, which increases annoying noise levels.
 - Avoid making excessive noise near residential and camping areas, particularly early in the morning.
 - Avoid maneuvers that cause the engine exhaust to lift out of the water because that increases noise levels.
 - Do not modify your engine exhaust system if it increases the noise. Improperly modified exhausts will not make your PWC faster and may raise the noise to an illegal level.

Environmental Considerations

When operating your personal watercraft, consider the effect you may have on the environment.

- ◆ Make sure that the water you operate in is at least 30 inches deep. Riding in shallow water can cause bottom sediments or aquatic vegetation to be sucked into the pump, damaging your PWC and the environment.
- ◆ Avoid causing erosion by operating at slow speed and by not creating a wake when operating near shore or in narrow streams or rivers.



- ◆ Do not dock or beach your PWC in reeds and grasses. This could damage fragile environments.
- ◆ Take extra care when fueling your PWC in or near the water. Oil and gasoline spills are very detrimental to the aquatic environment. Fuel on land if possible.
- ◆ Never use your PWC to disturb, chase, or harass wildlife.

Other PWC Considerations

- ◆ Remember that everyone on board a PWC must *wear* a life jacket (PFD).
- ◆ Keep hands, feet, loose clothing, and hair away from the pump intake area. Before cleaning debris away from the pump intake, be sure to shut off the engine.
- ◆ Keep everyone clear of the steering nozzle unless the PWC is shut off. The water jet can cause severe injuries.
- ◆ Frequently inspect your PWC's electrical systems (e.g., starter and engine gauge connections) to ensure there is no potential for electrical spark. Gas fumes could collect in the engine compartment, and an explosion could occur. After fueling, sniff the engine compartment for any evidence of gas fumes.
- ◆ Every operator and passenger should know how to swim.
- ◆ Never exceed the manufacturer's recommended capacity for your PWC.
- ◆ Know your limits, and ride according to your abilities.
- ◆ See page 27 for other requirements specific to PWCs.





Wichita, Kansas - Central Standard Time



	JAN 10		FEB 10		MAR 10		APR 10		MAY 10		JUN 10		JULY 10		AUG 10		SEP 10		OCT 10		NOV 10		DEC 10	
DAY	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET
01	7:45	5:22	7:33	5:53	7:01	6:23	6:15	6:52	5:34	7:20	5:09	7:45	5:11	7:55	5:33	7:38	5:59	6:58	6:25	6:12	6:55	5:31	7:26	5:11
02	7:45	5:22	7:32	5:54	6:59	6:24	6:13	6:53	5:33	7:20	5:09	7:46	5:12	7:55	5:34	7:37	6:00	6:57	6:26	6:11	6:56	5:30	7:27	5:11
03	7:45	5:23	7:31	5:55	6:58	6:25	6:12	6:54	5:32	7:21	5:08	7:47	5:12	7:55	5:35	7:36	6:01	6:55	6:27	6:09	6:57	5:29	7:28	5:11
04	7:45	5:24	7:30	5:57	6:56	6:26	6:10	6:55	5:30	7:22	5:08	7:47	5:13	7:54	5:36	7:35	6:02	6:54	6:28	6:08	6:58	5:28	7:28	5:11
05	7:45	5:25	7:29	5:58	6:55	6:27	6:09	6:56	5:29	7:23	5:08	7:48	5:13	7:54	5:36	7:34	6:03	6:52	6:28	6:06	6:59	5:27	7:29	5:10
06	7:45	5:26	7:29	5:59	6:54	6:28	6:07	6:57	5:28	7:24	5:08	7:48	5:14	7:54	5:37	7:33	6:04	6:51	6:29	6:05	7:00	5:26	7:30	5:10
07	7:45	5:27	7:28	6:00	6:52	6:29	6:06	6:58	5:27	7:25	5:08	7:49	5:15	7:54	5:38	7:31	6:05	6:49	6:30	6:03	7:01	5:25	7:31	5:10
08	7:45	5:28	7:27	6:01	6:51	6:30	6:04	6:59	5:26	7:26	5:08	7:50	5:15	7:53	5:39	7:30	6:05	6:48	6:31	6:02	7:02	5:24	7:32	5:10
09	7:45	5:29	7:25	6:02	6:49	6:31	6:03	6:59	5:25	7:27	5:07	7:50	5:16	7:53	5:40	7:29	6:06	6:46	6:32	6:00	7:03	5:23	7:33	5:11
10	7:45	5:30	7:24	6:03	6:48	6:32	6:01	7:00	5:24	7:28	5:07	7:51	5:16	7:53	5:41	7:28	6:07	6:45	6:33	5:59	7:04	5:22	7:34	5:11
11	7:44	5:31	7:23	6:04	6:46	6:33	6:00	7:01	5:23	7:29	5:07	7:51	5:17	7:52	5:42	7:27	6:08	6:43	6:34	5:58	7:05	5:21	7:34	5:11
12	7:44	5:32	7:22	6:05	6:45	6:34	5:59	7:02	5:22	7:29	5:07	7:51	5:18	7:52	5:42	7:26	6:09	6:42	6:35	5:56	7:06	5:20	7:35	5:11
13	7:44	5:33	7:21	6:06	6:43	6:35	5:57	7:03	5:21	7:30	5:07	7:52	5:18	7:52	5:43	7:24	6:10	6:40	6:36	5:55	7:07	5:20	7:36	5:11
14	7:44	5:34	7:20	6:07	6:42	6:36	5:56	7:04	5:21	7:31	5:07	7:52	5:19	7:51	5:44	7:23	6:10	6:39	6:37	5:53	7:08	5:19	7:37	5:12
15	7:43	5:35	7:19	6:09	6:40	6:37	5:54	7:05	5:20	7:32	5:07	7:53	5:20	7:51	5:45	7:22	6:11	6:37	6:38	5:52	7:09	5:18	7:37	5:12
16	7:43	5:36	7:18	6:10	6:39	6:38	5:53	7:06	5:19	7:33	5:07	7:53	5:20	7:50	5:46	7:21	6:12	6:36	6:39	5:51	7:10	5:17	7:38	5:12
17	7:43	5:37	7:16	6:11	6:37	6:38	5:52	7:07	5:18	7:34	5:07	7:53	5:21	7:49	5:47	7:19	6:13	6:34	6:40	5:49	7:11	5:17	7:39	5:12
18	7:42	5:38	7:15	6:12	6:36	6:39	5:50	7:08	5:17	7:35	5:07	7:54	5:22	7:49	5:48	7:18	6:14	6:32	6:41	5:48	7:13	5:16	7:39	5:13
19	7:42	5:39	7:14	6:13	6:34	6:40	5:49	7:09	5:17	7:36	5:08	7:54	5:23	7:48	5:48	7:17	6:15	6:31	6:42	5:47	7:14	5:16	7:40	5:13
20	7:41	5:40	7:13	6:14	6:33	6:41	5:48	7:10	5:16	7:36	5:08	7:54	5:23	7:48	5:49	7:15	6:15	6:29	6:42	5:45	7:15	5:15	7:40	5:14
21	7:41	5:41	7:11	6:15	6:31	6:42	5:46	7:10	5:15	7:37	5:08	7:54	5:24	7:47	5:50	7:14	6:16	6:28	6:43	5:44	7:16	5:14	7:41	5:14
22	7:40	5:42	7:10	6:16	6:30	6:43	5:45	7:11	5:14	7:38	5:08	7:55	5:25	7:46	5:51	7:13	6:17	6:26	6:44	5:43	7:17	5:14	7:41	5:15
23	7:40	5:43	7:09	6:17	6:28	6:44	5:44	7:12	5:14	7:39	5:08	7:55	5:26	7:45	5:52	7:11	6:18	6:25	6:45	5:41	7:18	5:13	7:42	5:15
24	7:39	5:44	7:08	6:18	6:27	6:45	5:42	7:13	5:13	7:40	5:09	7:55	5:27	7:45	5:53	7:10	6:19	6:23	6:46	5:40	7:19	5:13	7:42	5:16
25	7:38	5:45	7:06	6:19	6:25	6:46	5:41	7:14	5:13	7:40	5:09	7:55	5:27	7:44	5:54	7:09	6:20	6:22	6:47	5:39	7:20	5:13	7:43	5:16
26	7:38	5:47	7:05	6:20	6:24	6:47	5:40	7:15	5:12	7:41	5:09	7:55	5:28	7:43	5:54	7:07	6:21	6:20	6:48	5:38	7:21	5:12	7:43	5:17
27	7:37	5:48	7:03	6:21	6:22	6:48	5:39	7:16	5:12	7:42	5:10	7:55	5:29	7:42	5:55	7:06	6:21	6:18	6:49	5:36	7:22	5:12	7:43	5:18
28	7:36	5:49	7:02	6:22	6:21	6:49	5:37	7:17	5:11	7:43	5:10	7:55	5:30	7:41	5:56	7:04	6:22	6:17	6:50	5:35	7:23	5:12	7:44	5:18
29	7:36	5:50																						
30	7:35	5:51																						
31	7:34	5:52																						

Add one hour for daylight savings time, if and when in use.

Source: U.S. Naval Observatory, <http://aa.usno.navy.mil>



Required Equipment Checklist

	PWC	Boat Less Than 16 Ft.	Boat 16 Ft. to Less Than 40 Ft.
Boater Education Certificate On Board	✓ ¹	✓ ¹	✓ ¹
Certificate of Number On Board	✓	✓	✓
Registration Decals Displayed	✓	✓	✓
Vessel Capacity Displayed	✓ ²	✓ ²	✓ ²
Life Jackets: Type I, II, III, or V	✓ ³	✓	✓
Throwable Flotation Device			✓
Type B-I Fire Extinguisher(s)	✓	✓	✓
Backfire Flame Arrestor	✓	✓ ⁴	✓ ⁴
Ventilation System	✓	✓	✓
Muffler	✓	✓	✓
Horn, Whistle, or Bell	✓	✓	✓
Daytime Visual Distress Signals			✓ ⁵
Nighttime Visual Distress Signals	6	✓ ⁵	✓ ⁵
Navigation Lights	6	✓	✓

1. Required for operators under 21 years of age.
2. Required for vessels less than 20 feet in length and designed to carry two or more people.
3. Every person on board a PWC must *wear* a life jacket at all times.
4. Required on inboard and stern drives only.
5. Required only if operating on federally controlled waters.
6. Some items are not applicable to personal watercraft since these vessels may not be operated between sunset and sunrise.

Vessel Pump-Out Station Locations

Lake Wilson Marina

(Wilson Reservoir)

RR2 Box 163

Sylvan Grove, KS 67841

785-658-2392

Lake Perry Marina

(Perry Reservoir)

10770 Perry Park Dr.

Perry, KS 66073

785-597-5555

DJ's Rock Creek Marina

(Perry Reservoir)

6049 West Lake Rd.

Ozawkie, KS 66070

785-484-2656

Thunderbird Marina

(Milford Reservoir)

P.O. Box 548

Junction City, KS 66441

785-238-5864

Milford Lake

(Milford Reservoir)

8811 State Park Rd.

Milford, KS 66514

785-238-3014

Cheney Lake

(Cheney Reservoir)

16000 NE 50th St.

Cheney, KS 67025

316-542-3664

Cheney Marina

(Cheney Reservoir)

9912 South Titan Rd.

Cheney, KS 67025

316-542-0163

Shady Creek Marina

(El Dorado Reservoir)

1000 NE Marina Rd.

P.O. Box 287

El Dorado, KS 67042

316-321-0943

Lighthouse Bay Marina

(Pomona Reservoir)

4009 Marina Rd.

P.O. Box 60

Vassar, KS 66543

785-828-4777