WASHINGTON STATE PARKS

Boating Program

ADVENTURES IN BOATING WASHINGTON

HANDBOOK

SAFE BOATING STARTS HERE

Top Risk Factors for Washington Boaters

Adventure awaits! Washington offers diverse waterways and endless opportunities that very few places in the world can compare to.

Enjoy a lifetime of adventure and avoid these risk factors by using the simple defenses listed below.

1. **Capsizing, swamping, and falling overboard are the leading causes of death for recreational boaters.**
   Always stay within the boat's capacity plate limits, balance the load in the boat with the weight low, and move smoothly and steadily in the boat and across the water.

2. **Inattention and the lack of a proper lookout are the leading causes of all boating accidents.**
   Operating a boat requires undivided attention 100% of the time. If there is another qualified operator on board, take turns operating the boat. While operating the boat, always watch where you are going and be prepared to react to the unexpected.

3. **Alcohol use is the leading contributing factor in fatal boating accidents.**
   Always have a designated operator. Be smart and bring water or other non-alcoholic beverages to keep everyone on the boat hydrated.

4. **Hazardous waters and weather can cause accidents.**
   Seek reliable weather forecasts, check water conditions before departing, don't take risks trying to beat the weather, and know what actions to take if you're caught in adverse conditions.

5. **Operation inexperience contributes to most accidents.**
   Learn how to handle the boat and operate it in a variety of conditions. Refer to the owner's manual, practice in safe areas, and know your limits. You also need to know the basics and laws of boating safety.

6. **High speed and close proximity to others are a dangerous combination.**
   Accidents happen quickly. Slow down, save fuel, enjoy the ride, and make room for other boats on the waterways. Give yourself space to stop or turn to avoid an accident. Learn and faithfully follow the state and local boating regulations.

7. **Not wearing a personal flotation device (life jacket) is a leading cause of fatal drownings.**
   Always wear a properly fitted U.S. Coast Guard–approved personal flotation device. It's one of the most effective precautions that can save you and your family's lives.

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Boating Program

Contents approved by Washington State Parks Boating Programs

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Mandatory Boater Education

Washington's Boater Safety Education Program

Boating safety education has proven to be successful in reducing boating accidents, injuries, and conflicts among boaters, shoreline property owners, and others interested in enjoying Washington's waterways. When the state legislature passed a law in 2005 that requires boat operators to take boater safety education, Washington joined 36 other states that also have an education requirement for boat operators.

Washington's boater education law requires the operators of motorboats powered by 15 horsepower or more to carry a Washington Boater Education Card (unless exempt). All boat operators 12 years of age or older and born on or after January 1, 1955, must have a Boater Education Card. To review the Boater Education Card exemptions, visit the State Parks website at **www.boatered.org**.

To get a Boater Education Card, boat operators 12 years of age or older must take a commission-approved boating safety education course and pass the course exam. After passing the exam, the operator must apply for a Boater Education Card and carry the card on board to operate a boat legally. Persons under 12 years of age may not legally operate a motorboat powered by 15 horsepower or more.

- The card is issued by the Washington State Parks and Recreation Commission for $10.00.
- The card shows that the boat operator knows the basics of safe boating.
- Unlike a driver's license which must be renewed, a Boater Education Card never expires.

For additional information about obtaining a Boater Education Card or other details on the Mandatory Boater Safety Education Program, visit **www.boatered.org** or call **360-902-8555**.

By taking a boating safety course and applying the lessons you learn, you help to ensure that our waterways are the safest they can be. In addition, completing a course may reduce your boat insurance by 10% to 15%. Be sure to ask your insurance agent.

The Washington Boater Education Card is good for life and does not require the boater to attend refresher courses. Boaters are encouraged to take advantage of the easy access to updates on boating laws and boater safety information by using the State Parks website **www.parks.wa.gov**.

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Definitions in This Handbook

Unless otherwise noted, the following definitions can be found in the Washington Administrative Code (WAC) Chapter 352-60, Recreational Vessel Equipment and Operation.

Coastal waters means those waters (bays, sounds, harbors, rivers, inlets, etc.) directly connected to the territorial seas of the state of Washington where any entrance exceeds two nautical miles between opposite shorelines to the first point where the largest distance between shorelines narrows to two miles, as shown on the current edition of the appropriate National Ocean Service chart used for navigation.

Inland waters means the waters within the territorial limits of Washington State shoreward of the demarcation lines dividing the high seas from harbors, rivers, bays, sounds, and other inland waters, as established in Chapter 33, Code of Federal Regulations, Part 80, which are not governed by the International Regulations for Preventing Collisions at Sea, 1972, (72 COLREGS), Title 33, Code of Federal Regulations, Part 81-72, Appendix A.

International waters means the high seas within the territorial limits of Washington State seaward of the demarcation lines dividing the high seas from the harbors, rivers, bays, sounds, and other inland waters, as established in Chapter 33, Code of Federal Regulations, Part 80, and are governed by the International Regulations for Preventing Collisions at Sea, 1972, (72 COLREGS), Chapter 33, Code of Federal Regulations, Part 81-72, Appendix A.

Navigable waters of the state means those waters of the state, and their adjoining shorelines, that are subject to the ebb and flow of the tide and/or are presently used, have been used in the past, or may be susceptible for use to transport intrastate, interstate, or foreign commerce. [As found in the Revised Code of Washington (RCW) Chapter 88.46, Vessel Oil Spill Prevention and Response.]

Operator means an individual who steers, directs, or otherwise has physical control of a vessel that is underway or exercises actual authority to control the person at the helm.

Power-driven vessel means any vessel propelled by machinery.

Propulsion machinery and **mechanical power** mean that a device provides motion to a vessel through such means as combustion, steam, or electric machinery. [As found in the WAC Chapter 308-93, Vessel registration and certificates of title.]

Vessel includes every description of watercraft on the water, other than a seaplane, used or capable of being used as a means of transportation on the water. However, it does not include inner tubes, air mattresses, sailboards, small rafts, flotation devices, or toys customarily used by swimmers.

Waters of the state means any waters within the territorial limits of Washington State.

Underway means that a vessel is not at anchor, or made fast to the shore, or aground.

Information in this handbook does not replace what is specifically legal for boating in Washington, which is found in the Revised Code of Washington, Washington Administrative Code, and federal law.

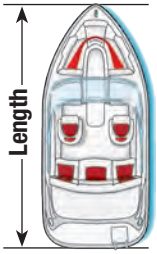
Before Going Out

Before going out on the water, take steps to make the outing safe and enjoyable. A good place to start safe boating is becoming familiar with the vessel, its safety features, its operating limits, and the required safety equipment. As the operator, you are responsible not only for operating the vessel safely but also for having the required safety equipment* on board and in good, working condition.

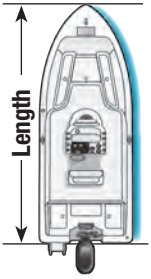
Vessel Length Classes

- A vessel's length class determines the equipment necessary to comply with federal and state laws.
- Vessels are categorized in these length classes:
  - Less than 16 feet (Class A)
  - 16 feet to less than 26 feet (Class 1)
  - 26 feet to less than 40 feet (Class 2)
  - 40 feet to less than 65 feet (Class 3)
- 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.

Inboards

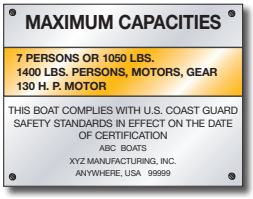


Outboards



**See "Washington Required Equipment Checklist."*

Vessel Capacity



- Always check the capacity plate to make sure you don't swamp or capsize your vessel by overloading it. This plate is usually found near the operator's position or on the vessel's transom. It indicates the maximum weight capacity, maximum number of people the vessel can carry safely, and maximum horsepower.
  - The vessel operator is responsible for loading and powering the vessel safely and may not exceed any of the capacity limits. This requirement also applies to vessel owners who are allowing others to operate the vessel.
  - The limits on a vessel's capacity plate are strictly enforced.
- Personal watercraft (PWC) 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.
- On vessels less than 20 feet in length without a capacity plate, you can use the following rule of thumb to calculate the number of persons (weighing 150 pounds each, on average) that the vessel can carry safely in good weather conditions.

  Number of people = vessel length (ft.) x vessel width (ft.) ÷ 15
- When determining the number of people on board a vessel, persons on water skis, inner tubes, or similar devices are counted as passengers even when they are being towed and must be included in the maximum number of people allowed. For information on the laws for overloading or overpowering a vessel, see the section "Unlawful and Dangerous Operation."

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…

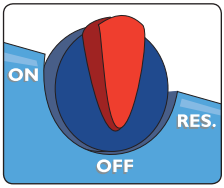
If your vessel is equipped with a power ventilation system, turn it on for at least four minutes both after fueling and before starting your engine to remove gas vapors in the bilge.

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

Additional Safety Procedures for PWC

- 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.

Trailering Your Vessel Safely

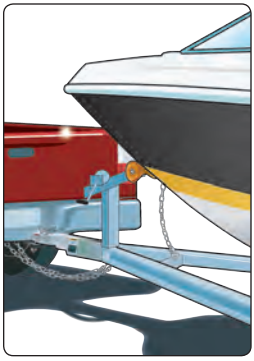
- **Before leaving home:**
  - Secure all gear in the vessel and arrange it so that the weight is evenly distributed in the vessel.
  - Properly secure the vessel with several tie-down straps and/or safety lines to prevent it from shifting.
  - Tilt and secure the engine to increase clearance.
  - Crisscross the safety chains when attaching them to the towing vehicle.
  - Make sure the trailer brakes and lights are working.
- **On the road:**
  - Think farther ahead on the road than usual: anticipate changes in traffic flow in advance; make wider turns at corners and curves; allow extra time and distance for stopping and for passing other vehicles; and remember the length added by your trailer.
  - Be aware that there may be lower speed limits for vehicles with trailers.

Boat Ramp Etiquette

To avoid unnecessary delays and blocking the boat ramp when launching and retrieving your boat, complete as much of the preparation, loading, and unloading in the "staging area" as possible. Others will appreciate your preparation and consideration. Here are some tips to help you. NOTE: Launching conditions vary with each boat ramp and with different water and tide levels. Launching should progress slowly until you are familiar with the ramp and water levels. Adapt the following common steps as needed for safe launch and retrieval.

- **Launching your vessel from a trailer:**
  - Prepare your vessel well away from the boat ramp.
    - Check that all required safety equipment and the vessel's registration card are on board.
    - Make sure the trailer coupler is connected securely to the ball hitch and unplug the trailer lights.
    - Check the condition of the battery, the motor, and the angle of the drive unit.
    - Make sure the vessel's drain plug is firmly in place.
  - Move the vessel to the boat ramp. Having a lookout or someone in the boat is helpful at this point.
    - Check the drive unit prior to backing down the ramp.
    - Run the exhaust blower, if the vessel is so equipped, for at least four minutes.
    - Back the trailer down the ramp to the water's edge. Remove all engine and transom tie-down straps.
    - Back the trailer into the water until the vessel is in sufficient water depth to lower the drive unit.
    - Unhook the winch line, but be sure you have a line to the bow or side cleats to control the boat.
  - Lower the drive unit and start the engine. Once it is running steadily, back the vessel slowly off the trailer.
  - Move the vessel out of the way. Secure it to a courtesy dock while you pick up your passengers.
  - Quickly move the towing vehicle off the ramp.

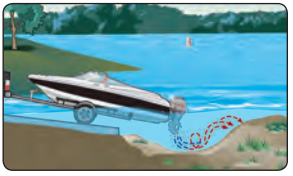
- **Retrieving your vessel:**
  - Back the trailer into the water so that approximately two-thirds of the rollers or bunks are submerged.
  - Move the vessel onto the trailer far enough to attach the winch line to the bow eye of the vessel. Finish pulling it onto the trailer by cranking the winch.
  - Consider adding an additional bow safety chain to secure the bow eye to the trailer.
  - Shut off the vessel's engine, and raise the drive unit.
  - Tow the vessel off the ramp and out of the way of others.
  - In the staging area, secure the vessel to the trailer with the tie-down straps.
  - Before leaving the staging area:
    - Remove all plants and animals from the vessel and trailer.
    - Remove the drain plug.
    - Drain all live wells, holds, and the bilge in a location that will not contaminate the waterway.



A bow safety chain holds your boat if the winch fails.

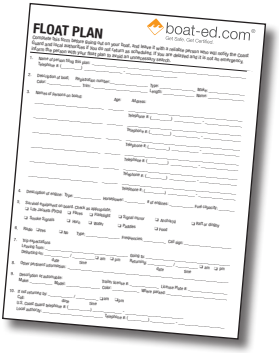
- **Courtesy on the boat ramp:**
  - Prepare your vessel for launching or for the drive home well away from the ramp.
  - Use at least two experienced people to launch and retrieve the vessel—one to drive the towing vehicle and one to operate the vessel.
  - Never block a ramp with an unattended vessel or vehicle.
  - When retrieving, do not pull your vessel into a launch lane until the towing vehicle is at the ramp. The line is formed by vehicles with trailers, not by vessels in the water.

- **Do Not Power Load Your Boat**
  - Propeller wash can erode the sediment just beyond the ramp surface, creating a large hole. The eroded sediment is deposited behind the propeller, creating a mound. Trailer tires can get stuck in these holes, and boats can run aground on the mound.



Be courteous! The less time you spend on the ramp or at the dock, the more other boaters will appreciate you.

Filing a Float Plan



- Before going out on a vessel, it is always a good idea to leave a float plan with a local marina, relative, or friend. A float plan should:
  - Describe the vessel, including its number, size, make, capacity, horsepower, and type of engine.
  - 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.
  - If possible, include a photograph of your vessel in your float plan.
- A sample float plan is available online at **www.boat-ed.com/washington/handbook/pdf/floatplan.pdf**. Or use the free U.S. Coast Guard mobile app on your smartphone to file a float plan.
- IMPORTANT: Be sure to let others know when you have returned safely.

Pre-Departure Checklist

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

- ✓ Make sure your vessel is registered.
- ✓ Get your boater education card.
- ✓ 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 engine cut-off switch and wrist lanyard are in good order.
- ✓ Make sure you have the required number of personal flotation devices (PFDs), and check that they are in good condition.
- ✓ Leave a float plan with a reliable friend or relative.
- ✓ Make sure your marine sanitation device (MSD) overboard discharge valve is secured properly.
- ✓ Make sure you have a plan in case your vessel breaks down.
- ✓ Carry two forms of communication, such as a mobile phone and a Very High Frequency (VHF) marine radio.

On the Water

Safe navigation on Washington waterways is the responsibility of everyone. All operators are equally responsible for taking action necessary to avoid collisions.

Encountering Other Vessels

Even though no vessel will always have 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. If you turn in order to avoid a vessel, make the turn large enough to be clearly noticed by the other 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

- If 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 a vessel constrained by its draft, such as a large ship in a channel or a shipping lane
  - A vessel engaged in commercial fishing
  - A sailboat under sail unless it is overtaking
- If 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

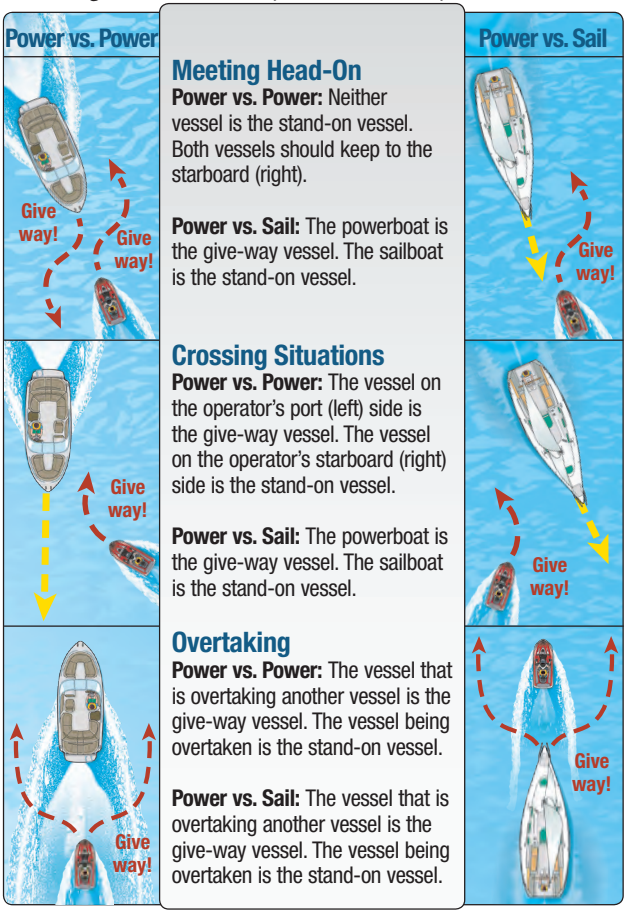
Navigation Rules

There are two terms that help explain these rules.

Stand-on vessel: The vessel which should maintain its course and speed

Give-way vessel: The vessel which must take early and substantial action to avoid collision by stopping, slowing down, or changing course

With the exceptions of the situations on the previous page, use these navigation rules when you are underway.



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

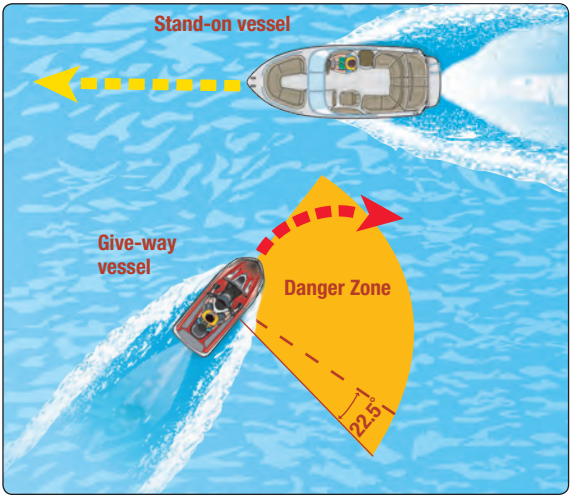
Power vs. Power: The vessel on the operator's port (left) side is the give-way vessel. The vessel on the operator's starboard (right) side is the stand-on vessel.

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.

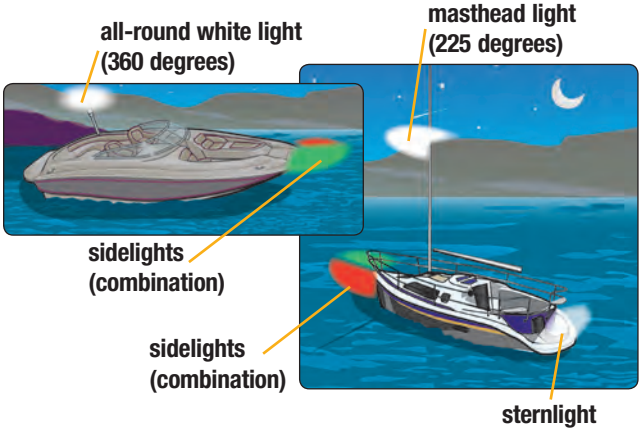


One way to remember who has the right-of-way in a crossing situation is to think about your vessel's danger zone. This zone covers the area from straight ahead of your vessel to the point that is 22.5 degrees beyond the middle of the vessel on the starboard (right) side (the same area covered by your green sidelight). A vessel in your danger zone is the stand-on vessel.

Nighttime Navigation

Lights are required from sunset to sunrise. Always 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.

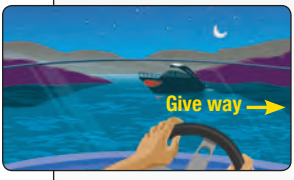
- **Sidelights:** These red and green lights are called sidelights (or combination lights) because they are visible to another vessel approaching from the side or head-on. The red light indicates a vessel's port (left) side; the green indicates a vessel's starboard (right) side.
- **Sternlight:** This white light is seen only from behind or nearly behind the vessel.
- **Masthead Light:** This white light, which shines forward and to both sides, is located on the mast of a sailboat and is required on all motorboats. A masthead light must be displayed by all vessels under engine power at night. 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. When sidelights are extinguished, this light serves as an anchor light.



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.

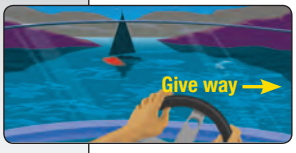
When you see a green and a white light, you are the stand-on vessel. However, remain alert in case the other vessel operator does not see you or does not know the navigation rules.

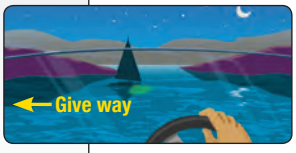


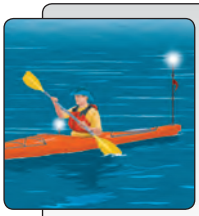
When you see a red and a white light, you must give way to the other vessel! Slow down and allow the vessel to pass, or you may turn to the right and pass behind the other vessel.

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!







Encountering a Non-Motorized Vessel at Night

When you see a white light from a lantern or flashlight, you may be approaching a canoe, kayak, or other similar vessel. At night, a non-motorized vessel less than 23.0 feet long must have either a 360-degree white light or a flare-up light to signal its location to all passing vessels.

Boating Safety Tips

As recreational boating continues to grow in popularity, many waterways are being used by all types and sizes of boats. In addition, new types of powered and unpowered vessels are being introduced nearly every year. To get the most enjoyment from boating, you should operate courteously and share time and space on the waterways.

Sharing the Water With Non-Motorized Vessels

Non-motorized vessels include canoes, kayaks, rafts, row boats, and rowing shells. To share the waterways safely with these vessels, follow these rules.

- ✓ **Keep a careful watch.** Most non-motorized vessels sit low in the water. This makes them difficult to see. Be especially vigilant when the sun is near the horizon, at twilight, in foggy conditions, and when your bow is raised due to acceleration or speed.
- ✓ **Keep your distance when passing.** If you must pass close by, slow down. The wake from larger vessels can cause a non-motorized vessel to capsize.
- ✓ **Know that non-motorized vessels move slower.** These vessels may not be able to move fast enough to avoid the effect of a passing boat's wake. Always give non-motorized vessels plenty of room and time to avoid your vessel and its wake.

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 vessel 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 about topics other than the edges of safe water areas. The most common are regulatory markers that 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."

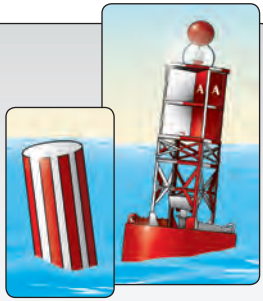
Exclusion

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 in "Weather Emergencies." Many VHF radios have a separate indicator or button to access weather channels.

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 wearable PFD (life jacket). If passengers are already wearing their PFDs, make sure they are secured properly.
  - Have your 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. PWC 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.

Tsunamis

Washington State is on the Pacific "rim of fire," which is the main generator of seismic events that can create tsunamis. Tsunamis can cause rapid changes in the water, including water levels and unpredictable currents, especially in harbors and entrance channels.

- It is important for boaters in coastal areas, including the Puget Sound, to know what to do if they are on their boat when a tsunami strikes.
- Vessel operators should plan evacuation procedures for moving docked or moored vessels and for removing belongings from vessels, including insurance and ownership papers.
- In the event of a tsunami warning, boaters should consider the following actions.
  - If in deep water (600 feet or greater), stay at sea.
  - If time allows, move trailered vessels to an area outside of the evacuation zone.
  - If a vessel is in shallow water or a harbor and if time and weather conditions allow it, move the vessel to deep water (at least 600 to 1,200 feet deep).
  - Once a vessel is taken out to sea, it should not return until an "All Clear" has been issued by the Civil Defense Agency.
  - VHF-FM Channel 22 should be monitored for up-to-date information and "All Clear" notifications.
  - Vessel operators in the Puget Sound or the Lower Columbia River should anticipate heavy commercial traffic heading seaward.
  - If time does not allow moving a docked or moored vessel to deeper water, the best strategy is to leave the vessel and follow local tsunami evacuation route procedures.

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 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, both recreational and commercial. 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 72 Recreational vessel radio channels and ship to coast.

Channel 70 Digital selective calling "alert channel."

Hazardous Coastal Bar Information

The Pacific Northwest is home to some of the roughest coastal bar conditions in the world. Unfortunately, some boaters are unaware of the warnings, laws, and hazards specific to this area.

- Many boaters have been lulled into a false sense of security with tragic results by not taking the time to gather information and observe the conditions on the bar prior to launching their vessels. Many boating accidents and fatalities in the Pacific Northwest have been attributed to hazardous coastal bar conditions.

Coastal Bar Information on Low-Band Radio Station

- The U.S. Coast Guard and Washington State Parks broadcast coastal bar conditions and restrictions on AM radio channel 1610 at select coastal communities. The broadcast can be heard locally in the Grays Harbor, Ilwaco, and La Push areas. The broadcast provides local area weather conditions, weather hazards, alerts, and boating safety public service announcements.
- NOAA and the U.S. Coast Guard also have coastal bar webcams and provide bar conditions/restrictions on these websites.
  - Most Recent Observations: **www.wrh.noaa.gov/pqr/marine/BarObs.php**
  - Bar Crossing Cameras: **www.wrh.noaa.gov/pqr/marine/bars.php**

- Distant storms from as far away as Asia can travel unobstructed across the vast expanse of the Pacific Ocean and can affect sea conditions on local river entrances and beaches.
  - Swells can build suddenly, making the river bar regions extremely dangerous.
  - Converging tidal conditions and inland rainfall will clash with ocean swells, creating hazardous seas at a river entrance.
  - Bar conditions may become hazardous when an outgoing tidal current meets an incoming ocean swell.
  - During high swell conditions, a boater may wish to wait for an incoming tidal current or high tide to cross the bar.

Unsafe Conditions

Unsafe conditions are defined as:

- Wave height is four feet or greater ***or…***
- Wave height is greater than the length of the boat divided by 10 plus the freeboard ***or…***
- The surface current is four knots or greater.

- Small craft advisories or wind warnings should not be confused with warnings for hazardous bar conditions. Because ocean swells can travel such great distances, they may be present on a day when the winds are calm.
- The local U.S. Coast Guard Commander evaluates the conditions and makes safety broadcasts on VHF-FM Channel 16. These broadcasts tell when bar crossing restrictions are imposed, what size boats are covered by the restrictions, and when bar restrictions and conditions change or subside.
  - Each estuary has a warning sign with amber flashing lights located in the local harbor or near the river entrance that warns when bar restrictions are imposed
  - If the amber lights are flashing on the “Rough Bar Warning” sign, call the Coast Guard weather phone recordings for information regarding any restrictions that may be in place or tune your VHF radio to Channel 16.

Before You Go

- Check your local weather reports to see if advisories have been issued for rough bar conditions.
- Contact the local U.S. Coast Guard unit and learn where the regulated areas are located, and call the Coast Guard weather phone recordings for information regarding any restrictions that may be in place.
- Monitor channel 16 on your VHF radio for safety broadcasts and information broadcasts on rough bar conditions.
- Use the links to the Washington weather forecasts and tide information in the "Boater's Tool Box."

Boating Emergencies

A safe boater knows how to prevent and respond to other boating emergencies.

Falling Overboard

- **To prevent persons from falling overboard:**
  - Don't sit on the gunwale, bow, seat backs, motor cover, or any other area not designed for seating.
  - Don't sit on pedestal seats when underway at greater than idle speed.
  - Don't stand up in or lean out from the boat.
  - Don't move about the boat when underway.
- **If someone on your boat falls overboard:**
  - Reduce speed and toss the victim a throwable PFD.
  - Turn your boat around and slowly pull alongside the victim, approaching the victim from downwind or into the current, whichever is stronger.

  - Turn off the engine. Pull the victim on board over the stern, keeping the weight in the boat balanced.

Capsizing or Swamping

Too often boating accident reports demonstrate that simple errors lead to deadly outcomes. Capsizing is the leading type of boating accident that results in death. In most cases it would be easier to prevent the boat from capsizing than to survive the effects of falling into the water. Preventing capsizing or swamping requires strict and persistent observance to the most basic safe boating practices.

- **To reduce the risk of capsizing or swamping:**
  - Don't overload your boat. Balance the load.
  - Minimize movements in small boats. Coordinate changing places with others onboard.
  - Slow your boat appropriately when turning.
  - Secure the anchor line to the bow, never to the stern.
  - Don't boat in rough water or in bad weather.
- **If you capsize or swamp your boat, or if you have fallen overboard** and can't get back in:
  - Stay with the boat.
  - Try to reboard or climb onto it in order to get as much of your body out of the cold water as possible.
- **If the boat sinks or floats away,** don't panic.
  - If wearing a PFD, remain calm and await help.
  - If you aren't wearing a PFD, look around for one or for other buoyant items to use as a flotation device.
  - In cold water, float rather than tread.

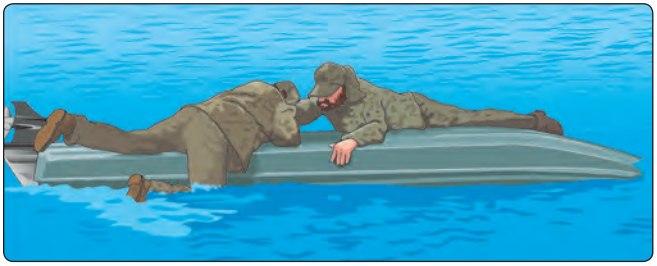
Cold Water Immersion

- Sudden immersion in cold water is one of the greatest hazards to Washington's boaters. Experts consider water temperatures below 70°F to be cold. In Washington, this would include all our waterways.
  - **Cold water shock is often more dangerous than hypothermia.**
  - Many of the victims who have lost their lives in boating accidents didn't die as a result of poor swimming skills or the effects of hypothermia—they died from the immediate effects of cold water shock as a result of immersion in cold water. Unlike hypothermia, the effects of cold water shock can lead to death in just a few minutes and in some cases, in seconds.
  - When the body is suddenly immersed in cold water, it can trigger a **cold shock** response—an automatic reflex that can cause immediate, involuntary gasping that can last up to a minute. If the victim is under the water, water can be inhaled into the lungs. This also can also lead to hyperventilation or can trigger cardiac arrest, especially in people with heart disease. If a person isn't wearing a PFD while boating, it is very difficult to put on a PFD once a boat has capsized. It is critical that everyone on board is already wearing a PFD.
- **Hypothermia** is the body's response when the core body temperature falls below normal, such as when a person falls into cold water.
  - Falling into cold water speeds the loss of body heat 25 times faster in than being in cold air and can result in hypothermia in 30 to 90 minutes.
  - Hypothermia affects the entire body, from the body's core to the brain, heart, lungs, and other vital organs. Even a mild case of hypothermia diminishes a victim's physical and mental abilities, thus increasing the risk of accidents. Severe hypothermia may result in unconsciousness and possibly death.

Important Small Craft and Paddling Safety Tips

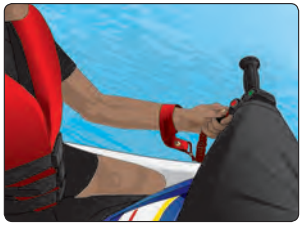
Boaters Must Be Prepared for Cold Water

- Nearly all boaters who die in water-related accidents had no intention of going into the water. The most important practice in cold water survival is taking steps to prevent going into the water.
  - Never risk anyone's life by going out in bad weather or severe water conditions.
  - Be certain you have the skills you need for the waterways you use. Overestimating your own skills or underestimating the forces of cold, moving water can be a deadly oversight.
  - Wear a bright-colored, high-visibility PFD. Attach a whistle to it for emergency signaling.
  - Monitor the weather, and dress appropriately. Consider both the water and the air temperature.
    - During the coldest seasons, wear a wetsuit or drysuit.
    - For the rest of the year, wear wool or synthetic cloth in layers to retain body heat.
  - Always travel with others. Take a friend along, and boat or paddle in a group.
  - Let someone know where you will be boating and when you expect to return.
- **If you enter cold water unexpectedly:**
  - Stay with the boat. It's easier for rescuers to spot the boat than a person in the water.
  - Be sure everyone is wearing a PFD that is securely fastened.
  - Try to right the boat and reboard it. Signal for help even though you may feel safe and at ease.
  - Don't remove your clothes—they may provide flotation and insulation.
  - Do not swim unless there is absolutely no chance of rescue and you are absolutely certain you can make it to shore. If you do swim, make sure you are wearing a PFD or use some other flotation aid.



- **When boating on moving water:**
  - Make sure you know how to read the river's current, riffles, and waves. Also watch for signs of other hazards just below the surface.
  - While moving with the current, constantly watch ahead for manmade hazards like dams, bridge piers, water intakes, and other structures.
  - Plan an alternate, earlier take-out point in case of an emergency. Don't feel forced to make the complete journey if things go wrong.
  - Make an honest assessment of your skill level and the waters where you can travel safely. Scout ahead to check the water conditions. If you have any doubt about your ability to stay safe, remove your boat from the water and carry (portage) it around the hazardous area.
  - Plan on capsizing just like the experts do. When you end up in the water:
    - Float on the upstream side of your craft.
    - Do not try to stand or walk in swift-moving water.
    - Float on your back with your feet and arms extended. Float with your feet pointed downstream to act as buffer against rocks.

Engine Cut-Off Switches



- Most PWC and powerboats come equipped by the manufacturer with an important device called an emergency engine cut-off 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 engine cut-off switch and the operator's wrist or PFD. The 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 engine cut-off switch, you should have one installed.
- It is illegal to ride your PWC without attaching the lanyard properly between the switch and yourself.
- It is recommended that operators of any vessel equipped with an engine cut-off switch use the associated lanyard or other equipment as directed and provided by the manufacturer. For more information, visit: **www.getconnectedboating.org**.

Avoiding Propeller Strike Injuries

Most propeller strike accidents result from operator error. Victims include swimmers, scuba divers, fallen water-skiers, and boat operators or passengers. Most propeller accidents can be prevented by following basic safe boating practices.

- Maintain a proper lookout. The primary cause of propeller strike accidents is operator inattention.
- Make sure the engine is off so that the propeller is not rotating when passengers are boarding or leaving a boat.
- Never start a boat with the engine in gear.
- Slow down when approaching congested areas and anchorages. In congested areas, always be alert for swimmers and divers.
- Learn to recognize warning buoys that mark swimming and hazardous areas.

- Keep the boat away from marked swimming and diving areas. Become familiar with the red and white or blue and white diver-down flags signaling that divers are below the surface.
- Make sure that passengers are seated properly before getting underway. Some operators of larger boats with several passengers have caused injuries by putting the engine in gear while people were still swimming or diving from the boat.
- Never ride on a seat back, gunwale, transom, or bow.

Devices That Reduce Propeller Strikes

There are several new technologies designed to reduce propeller strikes. The effectiveness of the devices varies, depending on the boat and the operating environment. For more information, visit the U.S. Coast Guard's boating safety website: **uscgboating.org/recreational-boaters/index.php?m=rb.**

Loaning Your Vessel…Safely!

If you loan your vessel to others, always make sure that they understand their responsibilities as the operator. The operator must possess a Boater Education Card.

- The operator of any type of vessel, including PWC, manually powered vessels, and sailboats, is legally responsible when operating the vessel, even if they do not own it.
- Owners are legally responsible for making sure the vessel has the required safety equipment and can be held responsible for certain operating violations when others are operating the vessel.

Specifically for PWC

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

Steering and Stopping a PWC

- PWC 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…
Most PWC and other jet-drive vessels must have power in order to maintain control. If you allow the engine on a PWC or other jet-propelled vessel to return to idle or shut off during operation, you may lose all steering control. Many PWC will continue in the direction they were headed before the engine was shut off, no matter which way the steering control is turned. New PWC allow for off-throttle steering.

- **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. Even PWC that have a braking system do not stop immediately.

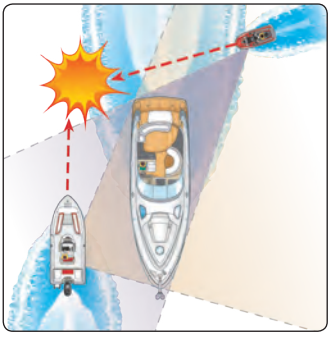
Reboarding a Capsized PWC

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 or boat, 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 PWC 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. Operating in shallow water scours the bottom and destroys important habitat.
- Avoid causing erosion by operating at slow speeds 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 wearable PFD (life jacket).
- 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.
- Never exceed the manufacturer's recommended capacity for your PWC.
- Know your limits, and ride according to your abilities.

Before Going Out

Operators must obey laws that require boater education and regulate a vessel's registration and operation.

Operator Age and Boater Education Card Requirements

Age Requirements and Restrictions

Washington's boater education law took effect in 2008.

- **Persons under 12 years of age** may not operate a power-driven vessel with an engine that is 15 horsepower or more.
- **Persons 12 years of age or older** may operate a power-driven vessel with an engine that is 15 horsepower or more if they have a Boater Education Card (see below).
- **Persons 14 years of age or older** may operate a personal watercraft (PWC) if they have a Boater Education Card (see below).
- **It is illegal to lease, hire, or rent a PWC to anyone under 16 years of age.**

Boater Education Card Requirements

According to Washington's boater education law, persons born on or after January 1, 1955, must have a Boater Education Card to operate a power-driven vessel with an engine that is 15 horsepower or more.

- Persons who are required to have a Boater Education Card must follow these steps to obtain a card.
  1. Take a boating safety course approved by the State Parks and Recreation Commission. You may take a classroom, online, or home-study course.
  2. Pass the course exam.
  3. Apply for a Boater Education Card. The fee is $10.00.
- For a list of Washington State Parks and Recreation Commission–approved boating education courses, visit **www.boatered.org**.

- An equivalency exam is available for ***experienced*** boaters who have a good working knowledge of the U.S. Coast Guard's navigation rules and Washington's laws and regulations for recreational boats. Boaters who pass the equivalency exam may apply for a Boater Education Card and pay the $10.00 fee.
- Vessel operators who are required to have a Boater Education Card must carry the card on board the vessel and have it available for inspection by an enforcement officer. A good place to keep the card is in a waterproof storage compartment or a waterproof bag that is secured safely in the vessel.

- Marine law enforcement officers are trained to enforce the Boater Education Card requirement and will issue a citation to boat operators who do not have their Boater Education Card. The fine for the first offense is $87.
- Unlike a driver's license which must be renewed, a Boater Education Card never expires.
- If you lose or damage your card, a replacement card is available for $5.00.
- For details about the boater education law, who is exempt from the education requirement, which courses are approved, the equivalency exam, and the application for the Boater Education Card, visit **www.boatered.org**.

Registering and Titling Your Vessel

- You must have a Washington title, current registration certificate, and current registration decals to operate or moor a vessel on Washington's waters. Exceptions are:
  - Vessels that are not propelled by a motor (canoes, kayaks, etc.) and sailboats under 16 feet in length without a motor.
  - Vessels that are less than 16 feet in length *and* have a motor of 10 horsepower or less *and* are used only on non-federal waters. All motorboats of any size or horsepower that are used on waters under federal jurisdiction must be registered.
  - Properly registered vessels owned by residents of another state or country and using Washington waters for 60 days or less.


Registered Owner Name and Address:

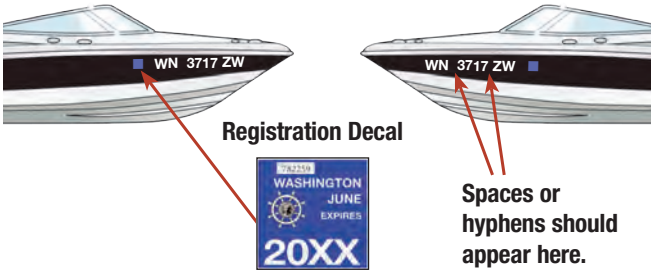
BOATER,BOB
421 BLACK LAKE BLVD
OLYMPIA WA 98506

Reg No: WN5050KU Reg Exp: 06/2013
Decal No: Doc No:
Model Yr: 1977 Make: SEADO
Series/Body: POGPR12
HIN: SEA99JK4R177

- The vessel registration number identifies an individual vessel and is used to:
  - Assist with search and rescue such as for an overdue boater.
  - Return lost or stolen property.
  - Identify a vessel involved in a violation such as Reckless Operation or Wake Damage Investigate boating accidents
- *Cut out the wallet-sized registration information as indicated in lower left-hand corner of the Vessel Registration Certificate. This registration information must be on board and available for inspection by an enforcement officer whenever the vessel is operated on the water.*
- If your vessel requires registration, it is illegal to operate it or allow others to operate your vessel unless it is properly registered and numbered.

Remember—Documented vessels...

Documented vessels must be registered in Washington and display current registration decals, but are not required to display the registration number.



- The registration number and registration decals must be displayed as follows.
  - Number must be painted, applied as a decal, or otherwise affixed to the forward half of each side of the vessel, placed to be clearly visible.
  - Number must read from left to right on both sides of the bow.
  - Number must be in at least three-inch-high, bold, vertical, **BLOCK** characters.
  - The color of the numbers must contrast sharply with the background.
  - Letters must be separated from the numbers by a space or hyphen: **WN 3717 ZW** or **WN-3717-ZW**.
  - No other numbers may be displayed on either side of the bow.
  - Current decals only must be affixed on each side of the bow, toward the stern of the registration number and in line with the number.
- Some vessels are equipped with a "tender" used to transport passengers and equipment to and from shore while the parent vessel is at anchor. There are different standards for numbering tenders. The following criteria apply.
  - **For state-registered vessels:**
    - Tender with propulsion machinery **less than 10 horsepower**, and used only to provide direct transportation from ship to shore and back, displays the parent vessel's registration numbers followed by the number "1" affixed to both sides of the bow (for example, **WN 3717 ZW1** or **WN-3717-ZW-1**).

- Tender with propulsion machinery **over 10 horsepower** is considered a separate vessel and must be registered and display its own unique identification, registration numbers, and validation decals.
- Any tender, regardless of horsepower rating, used for purposes other than direct transport from ship to shore is considered a separate vessel and must be registered and display its own unique identification, registration numbers, and validation decals.

• **For U.S. Coast Guard–documented vessels:**
There is no exemption from state titling and registration for any tender equipped with propulsion machinery, regardless of horsepower rating. These tenders must be individually titled and registered with the state and display their own unique identification, registration numbers, and validation decals.

Where to Register

You can submit your registration application and fees to your county auditor or vehicle licensing subagent office. For locations of vehicle licensing offices, visit **www.dol.wa.gov.**

Registration Questions?

Contact the Washington State Department of Licensing for any questions or concerns about registering your vessel:

360-902-3770

CustomerCare@dol.wa.gov

Annual Excise Tax on Vessels

- Registered vessels 16 feet or longer are subject to an excise tax. Registered vessels exempt from excise tax are:
  - Vessels used exclusively for commercial fishing
  - Vessels under 16 feet in overall length
  - Vessels owned and operated by the United States or by a state, municipality, or political subdivision of the U.S.
  - Vessels owned by a nonprofit organization engaged in character building of boys and girls under 18 years of age and used solely for such purposes
  - Vessels owned and held for sale by a dealer
- Excise tax is calculated at one-half of one percent (0.5%) of the fair market value of your vessel or the purchase price if it reflects fair market value.

Other Facts About Registration and Titling

- A vessel's registration is valid through June 30. It must be renewed beginning July 1 of each year.
  - Courtesy renewal notices are no longer mailed to registered vessel owners.
  - To sign up to receive email renewal reminders for a vessel, trailer, or vehicle, visit **www.dol.wa.gov**.
- Larger recreational vessels (five net tons or larger) 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.

How to Apply for Registration or Title

To title or register your vessel, you need to provide:

- Vessel's model year and make
- Vessel's purchase price and purchase year
- Vessel's overall length (see "Vessel Length Classes")
- Vessel's hull identification number, if any
- Vessel's U.S. Coast Guard document number*, if any
- Vessel's ownership documents:
  - Out-of-state titles or registration certificates (if registration-only state) ***or…***
  - Washington state certificate of title ***or…***
  - If vessel has not been titled/registered before and was purchased new as of July 1, 1985, the original Manufacturer's Statement of Origin

All owners must be present to sign a title application.

* If the vessel is documented by the U.S. Coast Guard, a copy of the documentation papers also is required. All owners listed on the Certificate of Documentation must be present to sign the vessel application.

How the Vessel Registration Fee Is Used

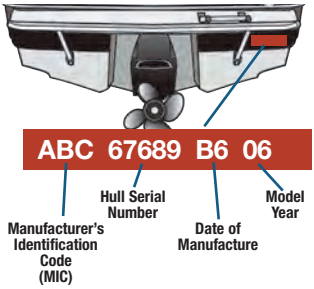
A portion of the annual vessel registration fee is dedicated to supporting local approved boating safety programs that include:

- Boater education and information
- Search-and-rescue, emergency, or accident response
- Enforcement of boating safety laws
- Waterway marking and hazard identification

Don't be caught with an expired registration

To sign up to receive email renewal reminders for a vessel, trailer, or vehicle, visit **www.dol.wa.gov**.

Hull Identification Number



- The Hull Identification Number (HIN) is a unique 12-digit number assigned by the manufacturer to vessels built after 1972.
- Hull Identification Numbers:
  - Distinguish one vessel from another.
  - Are engraved in the fiberglass or on a metal plate permanently attached to the transom.
- 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.
- All vessels used on the waters of Washington State must have an HIN. If your vessel has no HIN, you can apply for one at any vehicle/vessel licensing office. Visit **www.dol.wa.gov** for locations. For information on how to display your HIN, refer to the document "Hull Identification Number (HIN) Display Instructions" (**www.dol.wa.gov/forms/420739.pdf**).

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 (Life Jackets)

Personal flotation devices (PFDs) are either wearable life jackets or throwable Type IV devices.

- All vessels (including non-motorized watercraft) must have at least one U.S. Coast Guard (USCG)–approved wearable Type I, II, or III PFD for each person on board. All PFDs must be readily accessible and should be easy to access without the need to remove any obstructions.
- In addition to the above requirement, one USCG–approved throwable Type IV PFD must be on board vessels 16 feet or longer. Canoes and kayaks are exempt from this requirement.
- Children 12 years old and younger must *wear* a USCG–approved wearable PFD at all times when underway in a vessel less than 19 feet in length, unless in a fully enclosed area.
- Each person on board a personal watercraft (PWC) and anyone being towed behind a vessel must *wear* a USCG–approved wearable Type I, II, or III PFD. Inflatable PFDs are not recommended for these activities.
- A wearable Type V PFD may be substituted for any other type if it is approved for the activity at hand and is being worn.
- Be sure to read the PFD's USCG label, which explains the intended use and recommended user weight and chest size. It is important to obey the USCG label.
- All PFDs must be:
  - *U.S. Coast Guard–approved* and clearly marked with a USCG approval number.
  - *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.
- Remember—it is only a life jacket if you wear it!
- **It only takes 60 seconds for an adult to drown and 20 seconds for a child. Almost 85% of those who drowned were not wearing a PFD.**

Washington Required Equipment Checklist

	PWC	Boats Less Than 16'	Boats 16' to Less Than 26'	Boats 26' to Less Than 40'	Boats 40' to Less Than 65'	Human Powered: Any Length
		Class A	Class 1	Class 2	Class 3	
Vessel Registration on Board	yes	yes 6	yes	yes	yes	no
Registration Decals Displayed	yes	yes 6	yes	yes	yes	no
Registration Numbers Displayed	yes	yes 6	yes	yes 7	yes 7	no
Boater Education Card (power-driven boats over 15 hp) 9	yes	yes	yes	yes	yes	no
Wearable PFD: Type I, II, III, or V (one per person)	yes 1	yes 2	yes 2	yes	yes	yes
Throwable PFD: Type IV	no	no	yes	yes	yes	no
Type B-I Fire Extinguisher (power-driven boats only)	yes	yes	yes	yes 8	yes 8	no
Engine Cut-Off Switch	yes	no	no	no	no	no
Backfire Flame Arrestor 3	yes	yes	yes	yes	yes	no
Ventilation System	yes	yes	yes	yes	yes	no
Muffler	yes	yes	yes	yes	yes	no
Horn, Whistle, or Bell	yes	yes	yes	yes	yes	yes
Skier-Down Flag 4	yes	yes	yes	yes	yes	no
Daytime Visual Distress Signals 10	no	yes	yes	yes	yes	16' and over
Nighttime Visual Distress Signals 10	n/a	yes	yes	yes	yes	yes
Navigation Lights 5	n/a	yes	yes	yes	yes	at least one lantern or flashlight
Carbon Monoxide (CO) Sticker/Decal	no	yes	yes	yes	yes	no

yes = required by state
no = not required by state
n/a = not applicable

A sample float plan is available online at **www.boat-ed.com/washington/handbook/pdf/floatplan.pdf.**

1. Those on personal watercraft must *wear* a wearable personal flotation device (PFD) at all times.
2. Children 12 years and younger are required to *wear* U.S. Coast Guard–approved wearable PFDs in Washington State on boats shorter than 19 feet whenever the vessel is underway or when they're on an open deck or open cockpit on any waters of the state.
3. Required on all gasoline engines except outboard engines.
4. Required to be carried on board when towing a person(s) on water skis or similar devices and displayed whenever the towed person(s) is preparing to ski or has fallen into the water.
5. Vessels must display the proper navigation lights between the hours of sunset and sunrise and during periods of restricted visibility such as fog or heavy rain.
6. Applies to all motorboats and all sailboats 16 feet in length or longer, with the exception of a motorboat less than 16 feet in length with a motor of 10 horsepower or less *and* used on non-federal waters only.
7. State registration numbers are not displayed on boats documented with USCG under the Federal Registration System, but display of valid registration decals is required.
8. Boats 26 feet up to 40 feet long must carry two B-I or one B-II; boats 40 feet up to 65 feet long must carry three B-I or one B-II and one B-I.
9. See "Operator Age and Boater Education Card Requirements."
10. VDSs are required on coastal waters, the Strait of Juan de Fuca east to Puget Sound, and the Puget Sound/San Juan Island area (except as noted in "Visual Distress Signals")

Renting a Boat

The law requires boat rental companies to provide all legally required safety equipment, such as PFDs, fire extinguishers, and signaling devices, and not charge a separate price for providing this equipment.

Checking Wearable PFDs for Proper Fit

After checking the label for the proper size for an adult or child and for the proper body weight and chest size (youth):

- Put the PFD on and make sure it is fastened properly. Then to be sure the PFD fits and will perform properly in the water, try these simple tests.
  - **Proper Fit for an Adult (the touchdown test):** With the PFD on securely, raise your arms as though signaling a touchdown. Look to the left and right and try pulling up on the straps. If the PFD rides up and hits your chin or covers your mouth, it is too loose and won't keep you afloat properly in the water.
  - **Proper Fit for a Child (the three-inch rule):** With the child standing normally and letting his or her arms hang down, grab the shoulders of the PFD and lift up. If you can lift the jacket up more than three inches or above the ears, it doesn't fit properly and won't protect the child in the water. If it is too large, the child could slip completely out of the PFD.
  - **Proper Fit for Inflatable PFDs:** Each year, more boaters choose inflatable PFDs for everyday boating activities because they are comfortable to wear. Inflatable PFDs are suitable for adults only. They may not be worn by anyone under 16 years of age. To choose the right inflatable, begin with the size and weight indicated on the label. Put the jacket on, and then fasten and tighten the straps. The jacket should be slightly loose around the neck and chest without falling off the shoulders.
- Finally, test out your PFD in a pool or shallow water. It should not ride up on your body or slip while in use.

See a video about proper fit and types of PFDs in the Boat Washington course online.

TYPE I: Wearable 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: Wearable 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: Wearable 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

The required navigation lights must be displayed between sunset and sunrise and during periods of restricted visibility such as fog or heavy rain. For requirements for larger vessels, see the U.S. Coast Guard's ***Navigation Rules***.

Power-Driven Vessels When Underway

If less than 65.6 ft. 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 (or if less than 39.4 ft. long, at least one mile).
- An all-round white light or both a masthead light and a sternlight visible from a distance of at least two miles on a dark, clear night. The all-round white light (or the masthead light) must be at least 3.3 ft. higher than the sidelights.

Unpowered Vessels When Underway

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

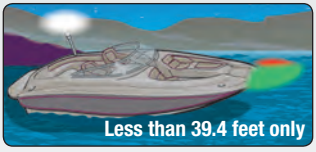
- **If less than 65.6 ft. long**, these vessels must exhibit the lights as shown in illustration 2. The required lights are:
  - Red and green sidelights visible from a distance of at least two miles (or if less than 39.4 ft. long, at least one mile).
  - A sternlight visible from a distance of at least two miles.
- **If less than 23.0 ft. long**, these vessels should:
  - If practical, exhibit the same lights as required for unpowered vessels less than 65.6 ft. 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 moored or anchored away from dock between sunset and sunrise. Vessels less than 23 ft. long are exempt unless anchored in a narrow channel, fairway, or anchorage, or where other vessels navigate.

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.



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

To prevent a collision, 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 Extinguishers

- All vessels are required to have a Type B fire extinguisher on board if one or more of the following conditions exist:
  - Inboard engine
  - Vessel length of 26 feet or longer
  - Closed compartments where portable fuel tanks may be stored
  - Double-bottoms which are not sealed to the hull or which are not completely filled with flotation material
  - Enclosed living spaces
  - Closed storage compartments in which flammable or combustible materials may be stored
  - Permanently installed fuel tanks
- Approved types of fire extinguishers are identified by the following marking on the label—"Marine Type USCG Approved"—followed by the size and type symbols (B-I or B-II) 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 check all extinguishers regularly to make sure they are fully charged.

Fire Extinguisher Requirements

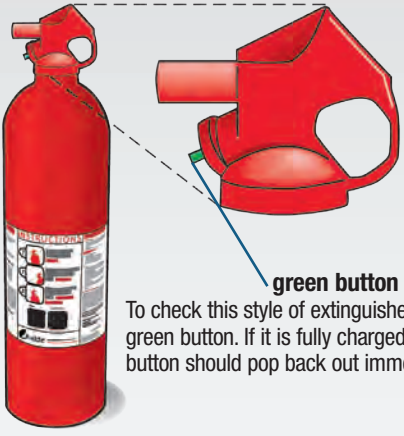
Classification	Foam	Carbon Dioxide	Dry Chemical
type & size	minimum gallons	minimum pounds	minimum pounds
B-I	1¼	4	2
B-II	2½	15	10

Length of Vessel	Without Fixed System	With Fixed System*
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 fire extinguisher system

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.

Preventing Boat Fires

A boat fire is a horrifying event that can overwhelm a boat owner and all on board without warning. Once a fire starts on a boat, there is usually enough fuel(s) for a fire to grow and spread with incredible speed. Fighting a boat fire may be hopeless, and you cannot step away in open waters. Understanding and practicing fire prevention is the best way to ensure fire safety.

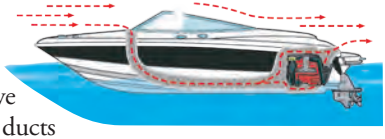
- Fuel your vessel properly. See "Fueling a Vessel."
- Be AWARE of other types of fuel on your vessel.
  - If an appliance develops a leak, close the fuel-bottle valve.
  - If a fuel bottle (propane, butane, kerosene, etc.) develops a leak, move it onto the deck and to the rear of the boat until you can get it to shore for disposal or repair.
  - Always store fuel bottles in a secure area.
  - Consider installing a vapor sensor to signal you if a leak occurs in the fuel system.
- Follow these fire prevention tips for all seasons and all boats.
  - Never leave electrical equipment or appliances unattended. When leaving your boat for any reason, turn portable heaters off.
  - Install smoke alarms in boats with enclosed living spaces.
  - Plan your escape. Having an escape plan can save your life in an emergency.
  - Have a USCG–approved fire extinguisher on board and know how to use it. Fire extinguishers should be mounted near an exit so that you are moving toward an exit as you get the extinguisher.
  - Keep the boat and dock area clean and clear. Don't leave engine parts, boat equipment, or anything flammable in the boat or on the dock.
  - Properly dispose of oily rags in a metal container with a tight-fitting lid. Never leave them wrapped up in a grocery sack. The chemicals will begin to break down the rags, causing heat and possibly a fire.
- Review the information in the Marina Fire Safety brochure from the Seattle Fire Department. It is available online at **www.seattle.gov/fire/pubEd/marine/marinaFireSafety.pdf**.

Keep a Fire Extinguisher on Your Boat

- Always have a conveniently located and properly charged USCG–approved fire extinguisher on board.
- Make sure that you and anyone who uses your boat knows how to use the fire extinguisher properly.
- Consider carrying more than the minimum number of U.S. Coast Guard fire extinguishers that are required on your boat.

Ventilation Systems

The purpose of ventilation systems is to avoid explosions by removing flammable gases. Properly installed ventilation systems greatly reduce the chance of a life-threatening explosion.



- 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.

Backfire Flame Arrestors

Backfire flame arrestors are designed to prevent the ignition of gasoline vapors in case the engine backfires.

- 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 (must comply with SAE J-1928 or UL 1111 standards).
- Periodically clean the flame arrestor(s) and check for damage.

Mufflers and Noise Level Limits

- Every vessel with an engine must be equipped with a muffler system that is in good working order and in constant operation to prevent excessive noise.
- A vessel must not exceed the following noise levels.
  - **Measured using a stationary test:** for engines manufactured before January 1, 1994, a noise level of 90 decibels; for engines manufactured on or after January 1, 1994, a noise level of 88 decibels
  - **Measured from the shoreline:** for all vessels, an operational noise level of 75 decibels
- You may not remove or modify a muffler or muffling system if the result is increased noise level.
- The use of a muffler cutout or a muffler bypass system is prohibited, except while engaged in organized racing events in an area designated for that purpose.

Sound-Producing Devices

A sound-producing device is required on all waters. It is essential during periods of reduced visibility.

- The sound-producing device must be audible for one-half mile.
  - Vessels less than 65.6 feet in length (including PWC, sailboats, and manually powered vessels) are required to carry on board a mouth-, hand-, or power-operated whistle or horn, or some other means to make an efficient sound signal.
  - Vessels 65.6 feet or more in length are required to carry on board a whistle or horn, *and* a bell.
- No vessel may be equipped with a siren, except vessels used by law enforcement officers.

Sound Signals

Some common sound signals that you should be familiar with as a recreational boater are as follows.

Sound Signal Durations

- ***Short blast***—about one second in duration
- ***Prolonged blast***—4–6 seconds in duration

Changing Direction

- ***One short blast*** tells other boaters, "I intend to pass you on my port (left) side."
- ***Two short blasts*** tell other boaters, "I intend to pass you on my starboard (right) side."
- ***Three short blasts*** tell other boaters, "I am operating astern propulsion." For some vessels, this tells other boaters, "I am backing up."

Restricted Visibility

- ***One prolonged blast*** at intervals of not more than two minutes is the signal used by power-driven vessels when underway.
- ***One prolonged blast plus two short blasts*** at intervals of not more than two minutes is the signal used by sailing vessels.

Warning

- ***One prolonged blast*** is a warning signal (for example, used when coming around a blind bend or exiting a slip).
- ***Five (or more) short, rapid blasts*** signal danger or signal that you do not understand or that you disagree with the other boater's intentions.

Visual Distress Signals

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

- All vessels on coastal waters, regardless of length or type, are required to carry night signals when operating between sunset and sunrise. Most vessels on coastal waters 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
- VDSs are not required to be carried on Washington's inland waters, but they are ***strongly recommended***.
- If pyrotechnic VDSs are used, they must be dated. Expired VDSs may be carried on board, but a minimum of three unexpired VDSs must be carried in the vessel.
- 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—Handheld
Orange Smoke—Floating
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

Coastal Waters

- The U.S. waters of the Great Lakes
- The territorial seas of the United States
- Waters (such as bays, sounds, harbors, rivers, inlets, etc.) which are more than two miles wide and are connected directly to one of the above

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.

VDS Requirements for the Puget Sound/San Juan Island Area

VDSs are required in most areas of Puget Sound and the San Juan Island Area and **strongly recommended** in all others.

Diver-Down Flags

- Any vessel involved in diving operations where persons are scuba diving, skin diving, or snorkeling from a vessel **must display** a rigid replica of the Alfa flag to mark its diving operation.
- If diving at night, three all-round lights in a vertical line must be displayed where they can be seen best. The highest and lowest lights must be red with a white light in between.

A rectangular red flag with a white diagonal stripe may be used to indicate the presence of a submerged diver in the area, but it does not meet the state and federal requirements for display.


Divers Flag

A blue and white International Code Flag A (or Alfa flag), at least 3.3 ft. high and visible from all directions, is required and must be displayed on vessels restricted in their ability to maneuver by the diving operation.


Alfa Flag

Vessel Safety Inspection

One of the most important duties performed by your local marine law enforcement officers is to check that the required safety equipment is on board your vessel and in good condition. Vessels that have all of the required equipment will receive a current Marine Safety Inspection decal. Having this decal:

- Lets others know your vessel is equipped safely.
- Gives you the security of knowing that your vessel is safe.
- Does not excuse operating violations.

Courtesy Vessel Safety Check

The U.S. Coast Guard Auxiliary and U.S. Power Squadrons will perform a Vessel Safety Check (VSC) of your vessel and equipment free of charge. This courtesy check covers federal and state requirements and is not a law enforcement contact.

- Courtesy checks are conducted routinely at boat launch and public access sites early in the boating season.
- If your vessel meets all VSC requirements, you will receive a VSC decal. If your vessel fails to meet all requirements, no report is made to any law enforcement agency.
- To request a Vessel Safety Check by an examiner, visit **http://SafetySeal.net/GetVSC/** and enter your zip code.

On the Water

In addition to the laws mentioned previously, here are other Washington regulations that apply when vessel operators are on the water.

Unlawful and Dangerous Operation

Washington law states that these dangerous operating practices are illegal.

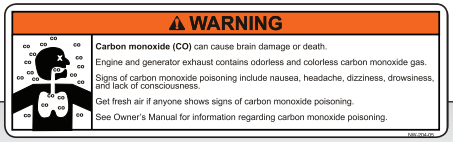
- **Negligent Operation** is operating a vessel in disregard of careful and prudent operation, or in disregard of careful and prudent rates of speed in a manner that unduly or unreasonably endangers the life, limb, property, or other rights of any person. This includes:
  - Not paying attention to the operation of the vessel
  - Failing to keep a proper lookout
  - Failing to follow the navigation rules
  - Causing danger from the effects of the vessel's wake
  - Allowing passengers to ride on the bow, gunwales, or transom of a vessel not equipped with adequate railings to prevent falls overboard
- **Reckless Operation** is operating carelessly in a willful and wanton disregard of the rights, safety, or property of another person. It includes:
  - Weaving in and out of other vessels, docks, or buoys
  - Playing "chicken" with another vessel
  - Operating in a marked "No Boats" area such as a swimming or dam spillway area
- **Assault by Watercraft** is operating a vessel in a reckless manner or while under the influence of alcohol or drugs and injuring another person with serious disfigurement or the loss of a body part or organ.
- **Homicide by Watercraft** is operating a vessel in a reckless manner or while under the influence of alcohol or drugs and causing the death of another person. It also is considered "homicide by watercraft" if a person dies within three years as a result of injury caused by a boating accident.

- **Overloading or Overpowering a Vessel** is putting too much equipment on a vessel or equipping it with an engine that is too large and powerful, either of which can cause the vessel to capsize or swamp and put people into cold water.
  - Remember that it is unsafe and a violation to:
    - Load your vessel with passengers or cargo beyond its safe carrying ability or to carry passengers in an unsafe manner, taking into consideration the weather and other existing conditions at the time of operation, such as traffic or tides.
    - Operate a vessel equipped with a motor that is overpowered beyond the vessel's ability to be operated safely. Safe operation includes factors such as the type and construction of the vessel, your boating activity, and other conditions like the weather.
  - If it appears to an enforcement officer that the vessel is clearly overloaded or overpowered beyond safe operation and is in a hazardous condition, the officer may direct the operator to return to shore and correct the condition before continuing the voyage. For more information, see RCW 79A.60.180.

Carbon Monoxide Poisoning

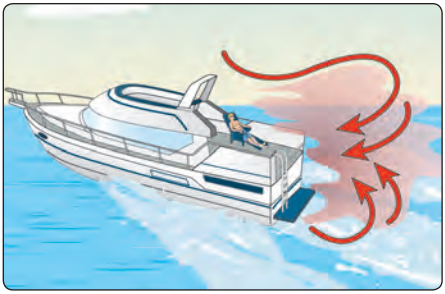
Carbon monoxide (CO) is an invisible, odorless, tasteless gas that is produced when carbon-based fuels, such as gasoline, propane, charcoal, alcohol or oil, are burned. Sources of CO on boats include gasoline engines, gas generators, grills, cooking ranges, and water and space heaters. CO can become especially dangerous due to incomplete combustion of fuels, often in older or poorly maintained engines or appliances.

- CO is absorbed into the bloodstream through the lungs and quickly replaces the oxygen needed for life functions. High concentrations from directly breathing inboard engine exhaust can cause unconsciousness and death in minutes. However, long-term exposure to low concentrations of CO, such as fishing or swimming with an engine idling, also can become lethal.



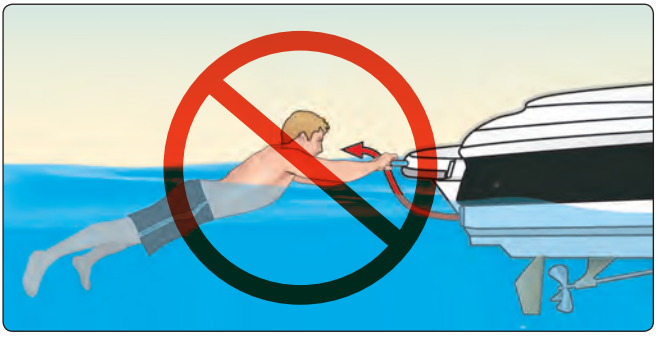
Washington law requires that all new and used power-driven vessels sold within Washington (other than PWC) display an approved carbon monoxide warning sticker on the interior of the vessel where it will be visible to passengers.

- Early symptoms of CO poisoning include irritated eyes, headache, nausea, weakness, and dizziness. They are often confused with seasickness or intoxication. Longer-term exposure or exposure to high concentrations may result in convulsions, unconsciousness, respiratory arrest, and death.
- The time between early symptoms and unconsciousness varies with individuals and depends on the concentration of CO in the exhaust. Move anyone with symptoms of CO poisoning to fresh air immediately. Seek medical attention—unless you're sure it's not CO.
- To protect yourself and others against CO poisoning while boating:
  - Make sure all fuel-burning engines and appliances are certified or designed for marine use. Maintain them according to the manufacturer's recommendations.
  - Know the path of the engine and appliance exhaust. Ensure the exhaust system is free of leaks and unblocked.
  - Know where your engine and generator exhaust outlets are located, and keep everyone away from these areas.



- Be sure there are sources of fresh air to any area where exhaust may be present, even during bad weather.
- Install and maintain CO detectors inside your boat.
- Prepare everyone to be alert for any sign of CO poisoning, and be sure they know how to take immediate action.
- Be careful running downwind as exhaust gases may blow back on board.

- **Teak Surfing, Platform Dragging, or Bodysurfing** is holding onto any portion of the exterior of the transom of a power-driven vessel (including the swim platform, swim deck, swim step, or swim ladder), or swimming or floating on or in the wake directly behind the vessel, while the vessel is underway or the engine is idling. These practices are illegal.
  - The Jenda Jones and Denise Colbert Safe Boating Act prohibits the operation of a motorboat while an individual is teak surfing, platform dragging, or bodysurfing.
  - This law does not apply to persons on a platform, step, or ladder briefly while exiting or entering a vessel.
  - This law has been passed to aid in the prevention of carbon monoxide poisoning.



Obstructing Navigation

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.

Homeland Security Restrictions

- Violators of the restrictions below can expect a quick and severe response.
  - When you are approaching any U.S. Navy vessel, you must slow to minimum speed within 500 yards of the vessel. Do not approach within 100 yards of a U.S. Navy vessel. If you need to pass within 100 yards of a U.S. Navy vessel for safe passage, you must contact the U.S. Navy vessel or the U.S. Coast Guard 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 that looks peculiar or out of the ordinary. Report all activities that seem suspicious to the local authorities, the U.S. Coast Guard, or the port or marina security.

Alcohol and Drugs

Laws for Operating a Boat Under the Influence (BUI)

Washington law prohibits anyone from boating under the influence (BUI). This means operating any vessel while under the influence of alcohol or any drugs.

■ Washington law states that a person is boating under the influence if he or she:
- Has a blood or breath alcohol concentration of 0.08% or more by weight ***or…***
- Exceeds the legal limit for boating under the influence of marijuana of 5.0 nanograms, which is consistent with Initiative 502 that made recreational use of marijuana legal ***or…***
- Is under the influence of or affected by alcohol and/or any drug.

■ Washington law establishes the following penalties for boating under the influence (BUI).
- A BUI conviction is a gross misdemeanor with a penalty of up to a $5,000 fine and/or 364 days in jail.
- Officers with probable cause can ask the boat operator to submit to a breathalyzer test. If the operator refuses to take the test, he or she will be issued a Class 1 Civil Infraction.
  - The maximum penalty for refusing to take a breathalyzer test is $1,000. With the public safety and education assessment added, the total fine could be up to $2,050.
  - An operator's refusal cannot be used as evidence in a subsequent criminal trial.
- If someone dies or is seriously injured as the result of another person boating while intoxicated, the convicted person also may be charged with a felony, punishable by imprisonment in a state correctional institution and a substantial fine.

Remember—Be aware of environmental stressors…
Avoid prolonged exposure to the environmental stressors that accompany a day on the water. Fatigue and long exposure to the sun, wind, vibration, and noise will increase alcohol's effect on the body. Take a break at least every hour, find shade, and rest.

Vessel Accidents

- An operator involved in a boating accident must stop his or her vessel *immediately* at the scene of the accident and assist anyone injured or in danger from the accident, unless doing so would seriously endanger his or her own vessel or passengers. Anyone who renders assistance at the scene of a boating accident will not be held liable for any civil damages as a result of providing reasonable and prudent assistance.
- The operator of a vessel involved in a boating accident or the owner of the vessel reporting for the operator must complete and submit a written boating accident report if:
  - A person dies or disappears from the vessel under circumstances that indicate death or injury ***or…***
  - A person is injured and requires medical treatment beyond first aid ***or…***
  - Damage to the vessel(s) or other property exceeds $2,000 or there is complete loss of a vessel.
- The boating accident report must be submitted to the law enforcement agency that has jurisdiction where the accident occurred within the following time frames.
  - Within 48 hours of the accident if:
    - A person dies within 24 hours of the accident ***or…***
    - A person is injured and requires medical treatment beyond first aid ***or…***
    - A person disappears from a vessel.
  - Within 10 days for all other accidents.
- Accident report forms are available from the Washington State Parks and Recreation Commission, and the marine unit of local law enforcement agencies.
- Additional information and the boating accident report form are available online at:
  http://parks.state.wa.us/456/Boating-Accidents.

Local Regulations

Many Washington waterways have additional equipment and operational restrictions besides those covered in this handbook. Be sure to check with the sheriff's office or police department for local regulations before you go boating. Many local boating ordinances can be found at **www.mrsc.org/codes.aspx**.

Remember—Operators are required to help…

The navigation rules require operators to stop and render assistance to a vessel in distress unless doing so would endanger their own vessel or passengers.

Enforcement

- Washington State Park rangers, Fish and Wildlife officers, city police officers, deputy sheriffs, and all other officers with law enforcement authority enforce the boating laws of Washington. The U.S. Coast Guard has enforcement authority on all waters under the jurisdiction of the United States.
- Officers have the authority to stop and board your vessel and direct it to a suitable pier or anchorage in order 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. An operator who has received a visual or audible signal from a law enforcement officer must bring his or her vessel to a stop and allow the officer to come alongside.
  - The officer may warn you about a storm or caution you about the way you are operating your vessel.
  - Always remember that a key job of these officers is to ensure your safety on the water.

Vessel Impound Law—Effective 2017

Law enforcement officers now have the authority to impound a vessel when the operator has been arrested for BUI or reckless operation and no one else is available to take control of the vessel.

- This new law:
  - Requires officers to try to find someone to come and take the vessel to avoid impound.

- Puts caps on the amounts charged for towing and storage.
- Sets time limits for redeeming the boat to avoid foreclosure.

- The full text of the new law is available online at: **app.leg.wa.gov/rcw/default.aspx?cite=79A.60.045**.

Controlling Your Wake

Wake is the wave a boat generates as it moves through the water. The wake disperses an amount of energy based on the boat's speed and the amount of water the boat displaces. Producing a large wake near other boats, boating facilities, and personal property is an error in judgment made by many boat operators.

- The wake created by a boat may endanger inexperienced boaters, persons swimming, or wading anglers. For example, a boat's wake may rock, swamp, or capsize other boats. Passengers also may be thrown off balance or overboard, leading to serious injury.
- When a boat's wake causes damage, you could face very serious consequences. Excessive boat wake may be enforced as Negligent Operation, an infraction considered serious enough to warrant a fine of $343. The boat operator also may be held responsible for the damage caused by a boat's wake and face a civil lawsuit.
  - As you travel, look behind your vessel to check your wake. If it is rocking boats or crashing against the shoreline, you are creating too much wake.
  - Watch out for and be considerate of small vessels such as canoes and kayaks.
  - Slow down before:
    - Meeting and overtaking other boats
    - Entering posted speed zones and narrow channels
  - Leave as much space as possible between your vessel and others that you meet or overtake.
- Unreasonable wakes also cause erosion of the shoreline, damaging important habitat.

Specifically for Stand-Up Paddleboards

The use of stand-up paddleboards on lakes, rivers, Puget Sound, and coastal waters beyond the ocean-surf zone is growing in popularity. The USCG classifies stand-up paddleboards as vessels.

Requirements for Stand-Up Paddleboards

When using a stand-up paddleboard beyond the narrow limits of a swimming, surfing, or bathing area, certain requirements apply.

- Stand-up paddleboard users must comply with recreational boating laws and rules.
- Stand-up paddleboards must have:
  - A wearable PFD (life jacket) for each person on board
  - A sound-producing device such as a whistle
  - Navigation lights when used between sunset and sunrise—this may be a flashlight or headlamp with a white light
  - Visual distress signals when used on coastal waters

Courtesy of High Mountain Sports, www.highmountainsports.com

An important piece of safety equipment is the **leash**; it connects you to your board. Even in a light breeze, your board, if not attached to your body by a leash, will travel out of grasp in seconds.

Be sure to research what leash would be the most appropriate for the type of waterways you'll be in. For example, river paddlers must ***always*** wear a breakaway leash.

Specifically for PWC

There are additional legal requirements that apply specifically to the operation of personal watercraft (PWC) on Washington waters.

Requirements Specific to PWC

- Everyone on board a PWC must *wear* a U.S. Coast Guard–approved wearable PFD (life jacket). Wearable PFDs that are inflatable and most wearable Type II PFDs are not recommended for persons riding on PWC. Impact-rated wearable PFDs offer more protection.

- If the PWC is equipped with an engine cut-off switch, the lanyard must be attached to the person, clothing, or PFD of the operator. It is unlawful to remove or disable an engine cut-off switch that was installed by the PWC manufacturer.
- PWC may be operated only during the hours between sunrise and sunset.
- You must be at least 14 years of age to operate a personal watercraft legally.
- **It is illegal to lease, hire, or rent a PWC to anyone under 16 years of age.**

Remember—PWC owners are responsible…

As an owner of a PWC, you are legally responsible if you authorize or knowingly permit the PWC to be operated in violation of Washington law.

- PWC must be operated in a reasonable and prudent manner. For example, it is illegal to:
  - Jump the wake of another vessel unreasonably close to that vessel or when visibility around the vessel is obstructed.
  - Weave your PWC recklessly through congested waterway traffic.
  - Swerve recklessly at the last possible moment to avoid a collision.
  - Operate a PWC while under the influence of alcohol or drugs
  - Chase, harass, or disturb wildlife, birds, or marine mammals.

Loaning Your PWC…Safely!

Take special care when you loan your PWC to others. Before allowing anyone to operate your PWC:

- Make sure that they meet the minimum age and education requirements for PWC operation. (See "Operator Age and Boater Education Card Requirements.")
- Make sure that they know basic boating safety information and "rules of the road."
- Let beginners take their first rides in a quiet area. While still on shore, show them the proper procedures for deep water starting and reboarding.
- Explain the basic operating features of the PWC. Be sure to give instruction on how to steer and control the PWC. Remind the operator that **power is required for steering control**!
- Make sure that the operator understands how to use the lanyard with the engine cut-off switch.
- Explain the importance of "slow, no wake" restrictions.
- Emphasize the need for staying alert. Beginning riders may concentrate on riding and not on paying attention to the surrounding traffic in the area.

Specifically for Towing Water Sports

Vessel operators towing a person(s) on water skis, aquaplanes, kneeboards, inner tubes, or similar devices have additional laws they must follow.

Requirements for Towing Water Sports

- Every vessel towing a person(s) on water skis or other devices must have on board, in addition to the operator, a person capable of observing the person(s) being towed and reporting their progress to the operator.
- The observer must observe the person(s) under tow continuously and display a skier-down flag whenever the person is in the water after falling or while preparing to ski. The flag must be displayed so that it is visible from all directions.
- Every person being towed behind a vessel on water skis or other devices must *wear* a USCG–approved wearable PFD (life jacket). Wearable PFDs that are inflatable and most wearable Type II near-shore are not approved for persons being towed.
- Everyone engaged in water-skiing—the operator, the observer, and the towed person(s)—must conduct themselves in a safe manner that does not endanger other persons or property.
- It is illegal for vessels to tow a person(s) on water skis or any other device during the period from one hour after sunset until one hour before sunrise.
- If towing a person on water skis or other devices, remember to include them in your vessel's load capacity. Law enforcement can require you to return to shore or mooring if you exceed the vessel's safe carrying capacity.

Skier-Down Flag

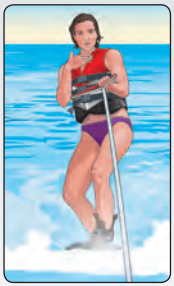
- Washington law states that vessels towing person(s) on water skis, a wakeboard, an inner tube, or any other similar devices must carry and use a skier-down flag whenever the towed person(s) is preparing to ski or has fallen into the water.
- Remote-operated personal watercraft (PWC designed to be operated by a towed person) must have a skier-down flag attached to the PWC.

Skier-Down Flag
A brilliant orange or bright red flag at least 12 x 12 inches and mounted on a pole at least 24 inches long

Hand Signals for Skiers

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

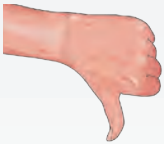
Skier OK



Stop

Skier down—watch!

Speed up



Slow down

Speed OK

Turn left

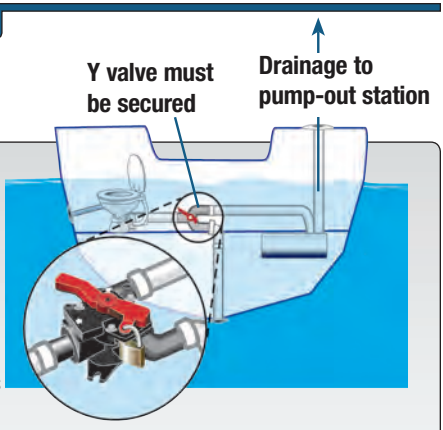
Turn right

The Environment and Your Vessel

Boaters appreciate the rich natural resources that abound throughout the waterways of Washington State. However, many people are unaware of the impact boating can have on these unique and treasured resources. Water pollution problems associated with boating include discharges of oil, fuel, sewage, trash, fishing line, toxic cleaning and maintenance products, bottom paints, gray water, aquatic nuisance species, and aquatic invasive species. As a boater, it's your legal responsibility to help protect Washington's aquatic environment.

Discharge of Sewage and Waste

- Sewage discharged from vessels can pose environmental problems, especially in shallow bays and inlets. ***Untreated*** *sewage (even if it has been dosed with a deodorant product) MAY NOT be discharged into inland or coastal waters.*
- It is important that you treat or dispose of your sewage properly. If you have a vessel with installed toilet facilities, it must have an operable marine sanitation device (MSD) on board and be designed to prevent discharge into the water. If your vessel does not have installed toilet facilities, consider carrying a portable toilet.
- All installed MSDs must be U.S. Coast Guard–certified.



Types of MSDs

- Types I and II MSDs treat waste with special chemicals to kill bacteria. When in waters where treated sewage cannot be dumped overboard (for example, any freshwater body of water), these MSDs must have the Y valve secured so that it cannot be opened. This can be done by placing a lock or non-reusable seal on the Y valve or by taking the handle off the Y valve in a closed position.
- Type III MSDs provide no treatment and are either holding tanks or portable toilets. Collected waste must be taken ashore and disposed of in a pump-out or dump station or in an onshore toilet. Do ***not*** dump the waste in composting toilets on shore.

- Discharging ***treated*** sewage into coastal waters is permitted but discouraged. Avoid flushing your vessel's toilet in small bays, in marinas, and near shellfish beds.
- Use pump-out stations. Find pump-out locations on the maps in "Washington Sate Pump-Out Locations." You also can visit **http://parks.state.wa.us/657/Pumpout** or call **360-902-8555**.

Discharge of Oil and Other Hazardous Substances

- It is illegal to discharge oil, oily waste, hazardous substances, or anything else, into or upon the navigable waters and contiguous zones of the U.S.
- Using soap as a dispersant on an oil spill is illegal, and a violator may be fined up to $10,000 per day by the state. Federal fines also may be given.
- 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.
- The Federal Water Pollution Control Act requires that vessels 26 feet or longer display a 5 x 8-inch placard (sign) near the machinery space or at the bilge pump switch, stating the oil discharge prohibition and penalty.

- If your vessel discharges oil or hazardous substances into the water, Washington law requires that you immediately notify both of these emergency spill agencies (24 hours a day, 7 days a week).
  - The National Response Center at **1-800-424-8802**
  - The Washington State Department of Emergency Management at **1-800-258-5990**
- For information on spill prevention and response, visit **http://www.ecy.wa.gov/programs/spills/index.html**.
- For information on where to recycle oil, call the Department of Ecology, Recycling Hotline at **1-800-732-9253**.

Hazardous Substances and the Boater

No paint or varnish product is environmentally safe, and all are toxic to both humans and marine life. When cleaning or painting your vessel, it's important to protect the water.

- Minimize your use of toxic materials while the vessel is in the water. Use biodegradable and low-phosphate products whenever possible.
- Use an absorbent sponge in your bilge to soak up oil. Have oil absorbent pads or rags on hand in case of a spill. When changing engine oil, wipe up any spills so that the oil isn't pumped overboard with the bilge water.
- Use a suspended tarp to catch spills, paint scrapings, or debris that would end up in the water.
- Inspect your fuel lines periodically. Replace bad ones with USCG–approved Type A alcohol-resistant, fuel line hoses.
- Dispose of old antifreeze and oil on shore in a recycling container.
- Antifouling paint is used to prevent the growth of organisms on vessel bottoms. Some antifouling paints use tributyltin, which has been found to cause abnormal development and reduced reproduction in marine life. Instead, use a "non-fouling" (silicon- or teflon-based) antifouling paint.

Discharge of Trash

- It is illegal to dump refuse, garbage, or plastics into any state or federally controlled waters.
- You must store trash in a container on board, and place it in a proper receptacle after returning to shore.
- You must display, in a prominent location, a durable placard (sign) at least 4 x 9 inches on any vessel 26 feet or longer. It must notify passengers and crew about the discharge restrictions of the Marine Pollution Act (MARPOL). Obtain a placard from a marine supply store or from the National Oceanic and Atmospheric Administration, Marine Debris Information Office, 1725 DeSales Street N.W., Suite 500, Washington, DC 20036.

- To help keep our waters clean:
  - Carry a trash container on your vessel and empty it into a trash receptacle on shore.
  - Make sure no trash or plastics are discarded overboard.

Waste Management Plan

- Federal law requires oceangoing vessels of 40 feet or longer with a galley and berth to have a written Waste Management Plan.
- The Waste Management Plan, identifying the vessel's name and home port, should be posted and should include directives to all on board about:
  - Discharging sewage and hazardous substances
  - Discharging garbage and other food waste
  - Disposing of plastics, bottles, and cans
  - Reading applicable placards for additional information
  - Advising the captain in case of oil, gas, or diesel spills

Aquatic Nuisance Species (ANS)/ Aquatic Invasive Species (AIS)

Non-native species have hurt our native species and have caused environmental, economic, and recreational damage. Species such as zebra/quagga mussels, not currently in Washington, would have devastating effects if they were to enter our waters. ANS/AIS are commonly spread by hitching a ride on vessels and trailers. It is illegal to transport or spread ANS/AIS. Follow these steps every time you leave a body of water.

- Examine all your gear before leaving a launch area, and remove all visible mud, plants, and fish/animals (even fragments) from the boat, trailer, buckets, clothing, pets, etc.
- Remove the drain plug, and dump all water from motors, jet drives, holds, bilges, live wells, boat hulls, scuba tanks and regulators, boots, waders, bait buckets, and floats.
- Clean each item with hot water, including your boats, motors, trailers, anchors, decoys, floats, and nets. If available, pressure wash your hull, motor, and any gear exposed to the water, especially the bottom of the hull and the propeller area.
- Dry everything thoroughly. If possible, allow five days of drying time before entering new waters.
- NEVER release plants, fish, or animals into a body of water, unless they came out of that body of water.

For more information, call **1-888-933-9247**, or visit **http://wdfw.wa.gov/ais/youcanhelp.html**.

Washington State Pump-Out Locations

Protecting Our Environment—Using Boat Sewage Pumpouts

A clean marine environment is very important for everyone to enjoy the beautiful bodies of water throughout Washington. Boaters help keep Washington's waterways clean by disposing of boat sewage at pumpouts or dump stations. Washington offers more than 100 disposal facilities with a variety of stationary and portable pumpouts to provide a convenient way to properly dispose of boat sewage.

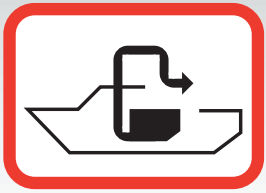
Pump-Out Pointers

- Use public toilets on shore whenever possible.
- Keep your marine sanitation device in good operating condition.
- To help prevent clogs, look for rapid dissolving marine toilet tissue specifically designed for the purpose.
- Post use instructions near head.
- Find a pumpout station. It only takes a few minutes to pump the waste out of a 15-gallon holding tank.
- Follow pumpout instructions.
- If instructions aren't posted or aren't clear, ask the marina operator. Encourage the marina operator to post easy-to-understand instructions.
- When finished with pumpout, rinse water through the system for one minute.
- Expensive breakdowns commonly occur when the marina's sewer line gets clogged because of inadequate rinsing. Flushing water through the system is cheap preventative maintenance and helps prevent odor.
- Use environmentally compatible holding tank deodorants.
- Pumpout only your holding tank. Pumpouts are not designed to handle bilge water or solid objects.

- Some boaters pump out their holding tanks and then drive off, leaving the unit still running. Make sure the pump is off before pulling away so it will work for the next boater.
- Don't forget to wash your hands when you are done.
- Consider using a mobile pumpout service if you don't want to service the holding tank yourself.

Don't waste away our waterways! Proper disposal of sewage protects our waterways and allows the living things to keep on living.

Look for the Federal Clean Vessel Program symbol at the entrance to a marina advertising the presence of a pumpout and/or portable toilet dump station.

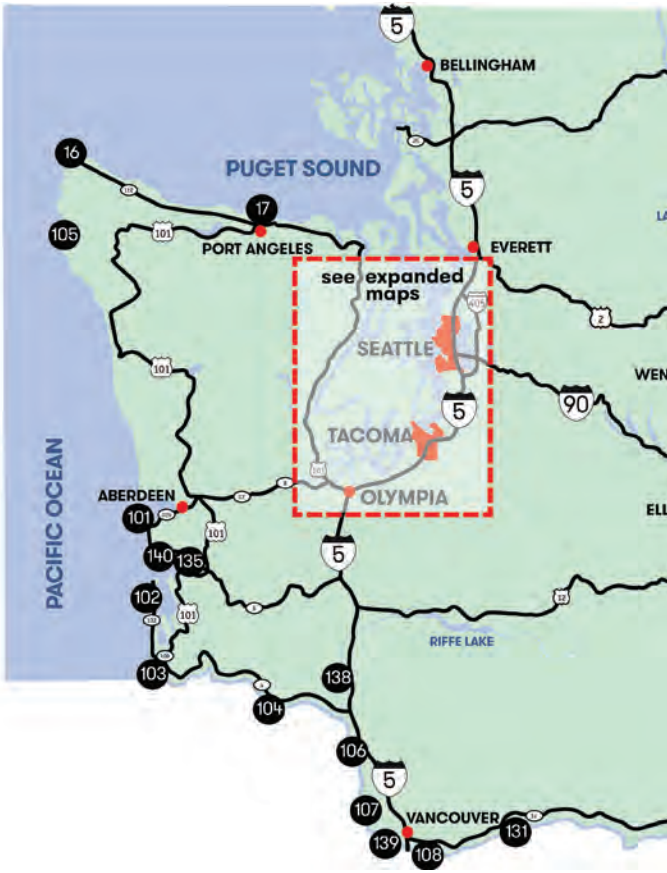


Remember, it is illegal to dump any untreated sewage into inland lakes, rivers, or coastal waters inside the three-mile limit.

Washington State (See map on next page)

	Marina	Latitude DMD	Longitude DMD
16	Port of Neah Bay, Makah Marina	48°22'5.34"	124°36'41.76"
17	Port Angeles Boat Haven	48°7'37.61"	123°27'8.56"
101	Port of Grays Harbor	46°54'32.06"	124°6'21.52"
102	Port of Peninsula/Nahcotta Boat Basin	46°30'5.05"	124°1'38.20"
103	Port of Ilwaco	46°18'4.77"	124°2'26.32"
104	Elochoman Slough Marina	46°12'30.67"	123°23'19.13"
105	Quileute Tribal Marina	47°54'42.36"	124°38'16.19"
106	Port of Kalama Marina	46°0'35.25"	122°51'0.17"
107	Steamboat Landing Marina	45°37'19.10"	122°40'39.59"
108	Port of Camas/Washougal	45°34'37.39"	122°22'59.89"
109	Columbia Point Park	46°15'50.71"	119°15'3.63"
110	Port of Kennewick - Clover Island Marina	46°13'07"	119°06'47"
111	Columbia Park Marina	46°14'19.89"	119°13'9.64"
112	Charbonneau Park	46°15'33.13"	118°50'52.06"
113	Lyon's Ferry Marina	46°35'17.13"	118°13'19.27"
114	Boyer Park & Marina	46°42'4.74"	117°28'29.27"
115	Hell's Canyon Resort	46°25'21.43"	117°4'24.81"
116	Stehekin Landing	48°18'34.37"	120°39'28.67"
117	Old Mill Park, Manson Parks	47°53'0.28"	120°9'37.85"
118	Lakeshore Marina and Park	47°50'26.46"	120°1'18.58"
119	Orondo Park - Port of Douglas County	47°39'27.09"	120°12'59.63"
121	Spring Canyon	47°55'57.51"	118°55'50.21"
122	Keller's Ferry Marina	47°55'38.59"	118°41'46.89"
123	Hansen Harbor	47°57'42.52"	118°58'43.25"
124	Ten Mile	47°55'24.63"	118°36'5.86"
125	Seven Bays Marina	47°50'50.96"	118°20'33.94"
126	Two Rivers Marina	47°54'18.89"	118°19'12.78"
127	Kettle Falls Marina	48°35'56.86"	118°7'29.74"
128	Manson Bay	47°53'7.12"	120°9'46.46"
129	Chief Timothy Park	46°24'56.86"	117°11'46.67"
131	Beacon Rock State Park	45°37'19.95"	122°1'9.06"
132	Daroga State Park	47°42'41.91"	120°12'32.56"
133	Sunset Marina	47°50'12.41"	120°2'21.45"
134	Fields Point Landing	47°58'23.00"	120°12'42.00"
135	Port of Willapa Harbor	46°41'3.00"	123°45'9.00"
136	Columbia Marine Center	46°13'8.759"	119°5'28.247"
137	Cusick Town Boat Launch	48°20'12.971"	117°17'39.44"
138	McCuddy's Ridgefield Marina	45°48'53.975"	122°44'58.57"
139	Tidewater Cove Marina	45°36'44.664"	122°36'40.177"
140	Port of Willapa Harbor, Tokeland Marina	46°42'28.12"	123°58'9.16"
214	Walla Walla Yacht Club	46°1'39.00"	118°56'8.00"

Washington State Pump-Out Locations



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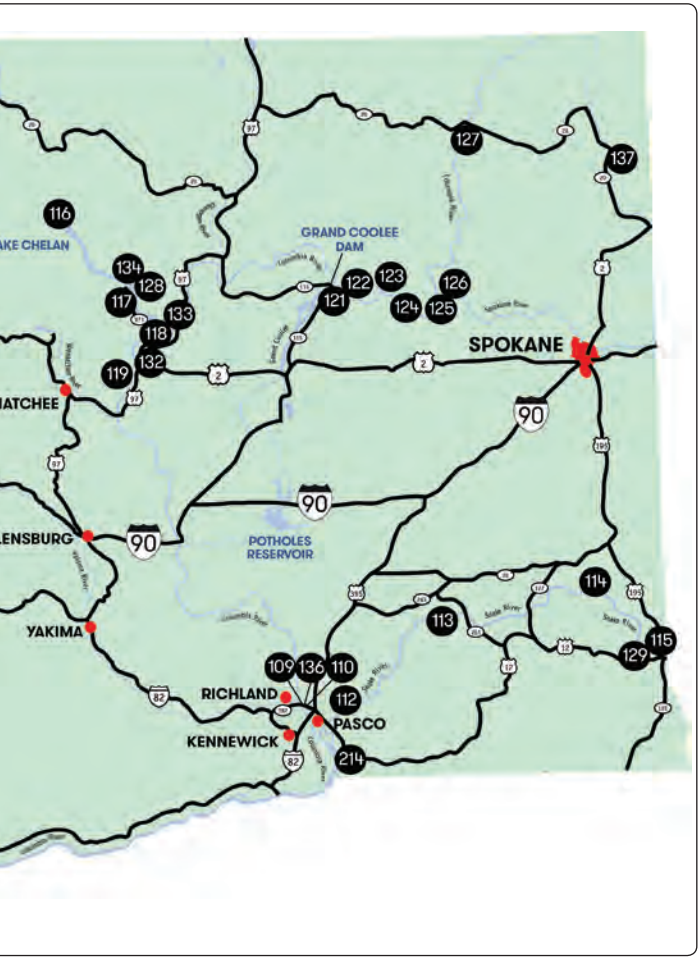
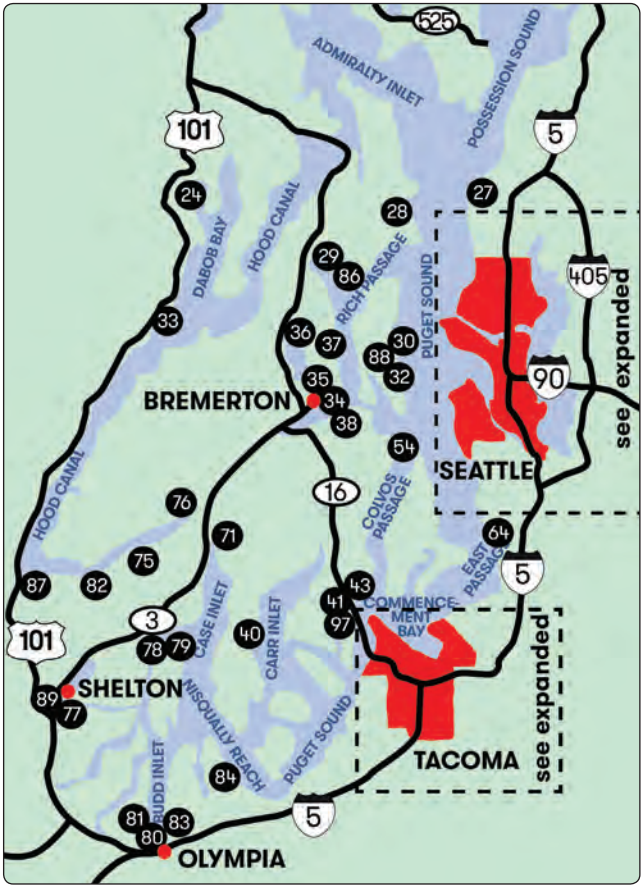


Central/Southern Puget Sound Pump-Out Locations



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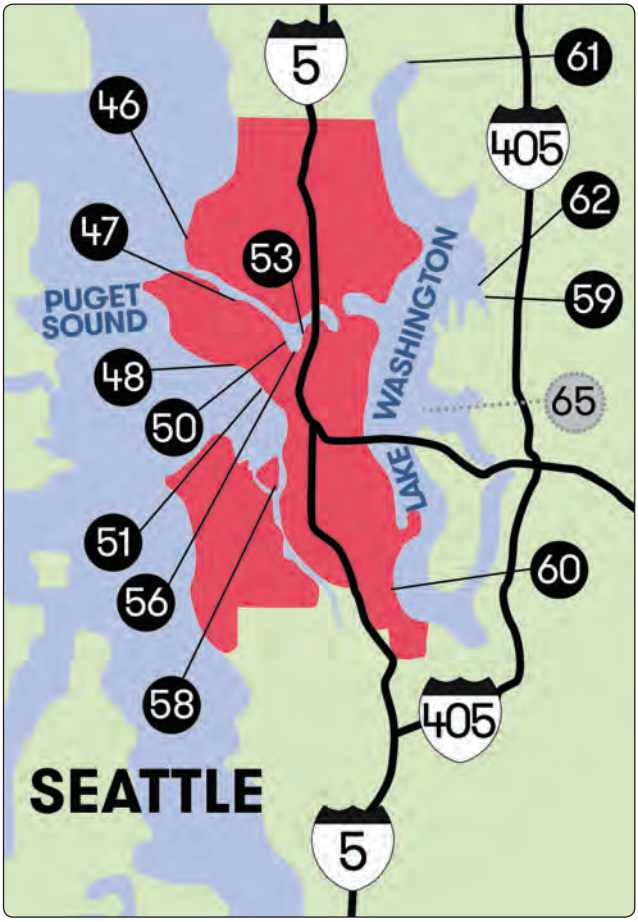
	Marina	Latitude DMD	Longitude DMD
24	Port of Port Townsend Herb Beck Marina	47°48'6.75"	122°51'58.15"
27	Port of Edmonds	47°48'35.52"	122°23'30.73"
28	Port of Kingston	47°47'38.06"	122°29'57.78"
29	Poulsbo Marina	47°44'0.47"	122°38'50.27"
30	City of Bainbridge Island Eagle Harbor Waterfront Park	47°37'14.99"	122°31'9.90"
31	City of Gig Harbor Maritime Pier	47°19'47.47"	122°34'41.82"
32	Eagle Harbor Marina	47°37'3.96"	122°30'50.50"
33	Pleasant Harbor Marina	47°39'42.29"	122°55'3.83"
34	Port of Bremerton	47°33'47.57"	122°37'21.44"
35	Port Washington Marina	47°34'46.10"	122°38'38.73"
36	Port of Silverdale	47°38'30.01"	122°41'40.97"
37	Port of Brownsville	47°38'57.87"	122°36'45.77"
38	Port Orchard Marina	47°32'41.97"	122°38'24.09"
40	Penrose Point State Park	47°15'28.98"	122°45'14.59"
41	Arabella's Landing Marina	47°20'3.89"	122°35'0.04"
43	Jeresich City Dock	47°19'54.45"	122°34'45.72"
54	Blake Island State Park	47°32'37.07"	122°29'0.12"
64	City of Des Moines Marina	47°24'5.96"	122°19'58.32"
71	Port of Allyn NorthShore Dock	47°23'0.53"	122°49'30.48"
75	Twanoh State Park	47°22'44.81"	122°58'11.28"
76	Port of Allyn Hood Canal Dock	47°25'15.02"	122°54'7.75"
77	Port of Shelton - Oakland Bay Marina	47°12'51.66"	123°05'03"
78	Jarrell's Cove Marina	47°17'3.93"	122°53'11.69"
79	Jarrell Cove State Park	47°17'3.06"	122°53'9.56"
80	Percival Landing Park	47°2'50.10"	122°54'17.38"
81	Westbay Marina	47°3'53.16"	122°54'56.70"
82	Alderbrook Inn	47°20'58.62"	123°4'4.60"
83	Port of Olympia - Swantown Marina	47°3'30.90"	122°53'45.53"
84	Zittel's Marina	47°9'55.80"	122°48'28.27"
86	Liberty Bay Marina	47°43'27.12"	122°38'38.40"
87	Hood Canal Marina	47°21'29.04"	123°5'57.23"
88	Harbour Marina	47°37'25.00"	122°31'37.00"

Seattle Area Pump-Out Locations



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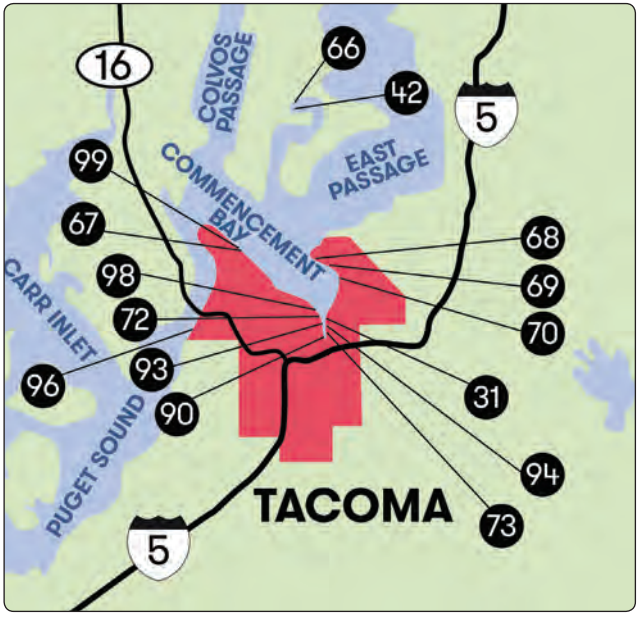
	Marina	Latitude DMD	Longitude DMD
46	Shilshole Bay Marina	47°40'33.48"	122°24'46.12"
47	Fishermen's Terminal - Port of Seattle	47°39'32.68"	122°22'39.24"
48	Elliott Bay Marina	47°37'35.61"	122°23'31.49"
50	Morrison's North Star Fuel Dock/Diamond Marina	47°38'41.00"	122°20'38.20"
51	Port of Seattle - Bell Harbor Marina	47°36'31.85"	122°20'48.58"
53	Fairview Marina	47°37'54.05"	122°19'50.55"
58	Harbor Island Marina - Port of Seattle	47°34'6.98"	122°20'56.84"
59	Yarrow Bay Marina	47°39'13.25"	122°12'25.20"
60	Parkshore Marina	47°31'20.00"	122°15'40.00"
61	Harbour Village Marina	47°45'19.59"	122°15'47.83"
62	Carillon Point Marina	47°39'20.60"	122°12'34.47"
65	Terry & Son's Mobile Pumpout	N/A	N/A
89	Gas Works Park Marina	47°38'49.10"	122°19'57.43"
95	Boat Street Marina	47°38'9.00"	122°18'8.00"

Tacoma Area Pump-Out Locations



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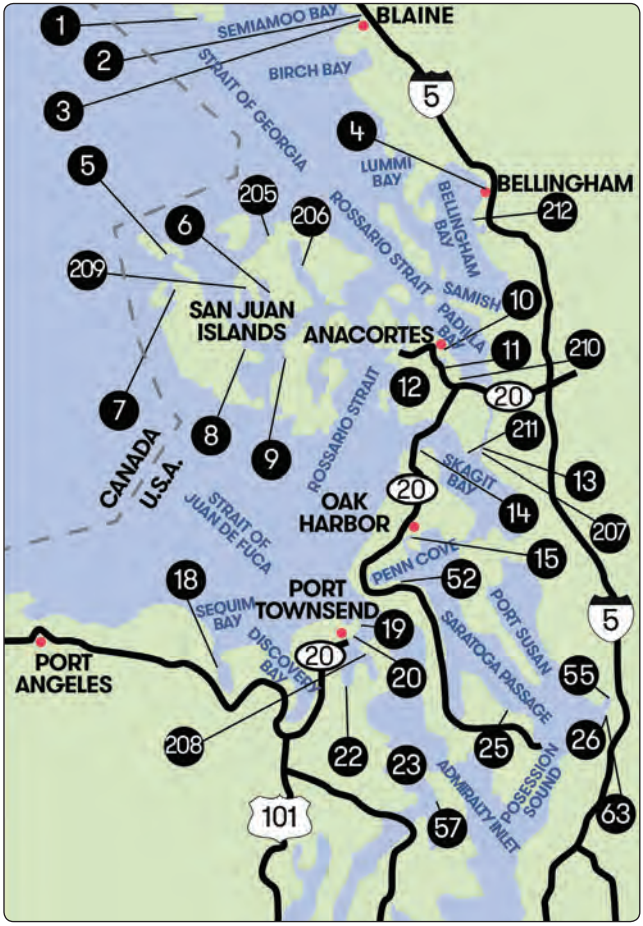
	Marina	Latitude DMD	Longitude DMD
31	Tacoma Fuel Dock	47°15'20.42"	122°25'56.01"
42	Quartermaster Marina	47°23'29.618"	122°27'51.445"
65	Dockton Park	47°22'18.78"	122°25'58.45"
66	Quartermaster Yacht Club	47°23'37.17"	122°27'54.44"
67	Breakwater Marina, Inc.	47°18'17.12"	122°30'40.54"
68	Tyee Marina	47°17'48.20"	122°25'32.23"
69	Crow's Nest Marina	47°17'39.75"	122°25'3.87"
70	Chinook Landing Marina	47°16'53.91"	122°24'12.69"
72	Foss Harbor Marina	47°15'24.79"	122°26'6.33"
73	Foss Landing Marina	47°14'39.45"	122°25'54.23"
90	Dock Street Marina - "C" Dock	47°14'51.02"	122°25'59.55"
93	16th Street Moorage	47°14'55.71"	122°25'59.42"
94	Delin Docks - "D" Dock	47°14'50.56"	122°25'52.12"
96	Narrows Marina	47°14'39.29"	122°33'22.95"
98	Foss Waterway Seaport Moorage	47°15'51.00"	122°26'24.00"
99	Point Defiance Marina Complex	47°18'22.12"	122°30'48.74"

Northern Puget Sound Pump-Out Locations



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	Marina	Latitude DMD	Longitude DMD
1	Point Roberts Marina	48°58'21.05"	123°3'45.57"
2	Blaine Harbor-Port of Bellingham	48°59'26.02"	122°45'56.75"
3	Semiahmoo Marina	48°59'22.00"	122°46'2.65"
4	Squalicum Harbor-Port of Bellingham	48°45'12.67"	122°30'28.91"
5	Stuart Island State Park/Reid Harbor & Prevost Harbor Marine Parks	48°40'29.61"	123°12'0.00"
6	West Sound Marina	48°37'46.20"	122°57'35.84"
7	Roche Harbor Resort	48°36'42.78"	123°9'24.67"
8	Port of Friday Harbor Marina	48°32'20.71"	123°0'47.71"
9	Islands Marine Center	48°30'54.97"	122°54'55.56"
10	Port of Anacortes - Cap Sante Boat Haven	48°30'38.95"	122°36'13.19"
11	Marine Servicenter	48°30'6.19"	122°36'27.56"
12	Skyline Marina	48°29'18.01"	122°40'37.24"
13	La Conner Marina	48°24'4.32"	122°29'47.45"
14	Deception Pass State Park	48°24'6.19"	122°37'30.17"
15	Oak Harbor Marina	48°17'12.00"	122°38'3.00"
17	Port Angeles Boat Haven	48°7'37.61"	123°27'8.56"
18	John Wayne Marina	48°3'55.54"	123°2'22.63"
19	Point Hudson Marina	48°6'57.44"	122°44'58.48"
20	Port Townsend Boat Haven	48°6'25.97"	122°46'11.77"
21	Sandy Point Marina	48°47'48.46"	122°42'24.06"
22	Port Hadlock Marina	48°1'54.21"	122°44'43.08"
23	Port Ludlow Bay Marina	47°55'16.68"	122°41'7.55"
25	Port of South Whidbey	48°2'18.22"	122°24'11.08"
26	Port of Everett Marine Park & Boat Ramp	47°59'51.75"	122°13'26.06"
52	Port of Coupeville	48°13'21.63"	122°41'13.63"
55	Seacrest Marina	48°1'58.51"	122°11'13.20"
57	Driftwood Keys Club	47°54'26.32"	122°35'10.74"
63	Port of Everett Marina	47°59'50.90"	122°13'26.01"
205	West Beach Resort Marina	48°41'18.03"	122°57'35.85"
206	Rosario Resort Marina	48°38'48.326"	122°52'13.441"
207	Shelter Bay Marina	48°22'55.674"	122°30'54.313"
208	Mystery Bay State Park	48°3'26.62"	122°41'42.12"
209	Deer Harbor Marina	48°37'14.00"	123°0'17.00"
210	Twin Bridges Marina	48°27'20.20"	122°30'46.80"
211	La Conner Landing Marine Fuel Services	48°23'49.752"	122°29'47.416"
212	Bellingham Cruise Terminal	48°43'30.00"	122°31'8.00"

Washington State Parks Moorage Permits

Moorage Permit Fees

For moorage information, including times and current fees, visit **http://parks.state.wa.us/648/Moorage.**

Courtesy of Washington State Parks

How to Purchase a Mooring Permit

- Daily moorage permits are available for purchase at parks with docks, floats, or buoys. Annual moorage permits may be purchased online at **http://parks.state.wa.us/648/Moorage** or at the following locations.
  - Northwest Region Headquarters
    220 North Walnut St., Burlington, WA 98233
  - Washington State Parks Headquarters
    P.O. Box 42650, 1111 Israel Road SW
    Tumwater, WA 98504-2650
  - Marine parks when staff is available
- Annual moorage permits also may be purchased by sending a completed application to Washington State Parks Headquarters. Applications are available online.
- For more information, call the State Parks Information Center at **360-902-8844**.

More About Moorage Permits

- A vessel rafted to another vessel will be charged a moorage fee based on its own length.
- The annual moorage permit decal must be affixed to the vessel so that it is visible from outside the vessel. For vessels with windshields, placement should be in the lower left corner of the windshield. For vessels without windshields, placement should be on the left outside transom. For sailboats, placement should be on the forward part of the left cabin trunk.
- The annual moorage permit is for overnight mooring at a state park facility (dock or buoy) and is separate from the launch fee.

Rules and Regulations at Mooring Facilities

For the protection of all boaters and to ensure maximum use of the facilities, those using mooring facilities must follow these rules.

- Overnight boaters must self-register and pay the fees where posted.
- Facility use is first come, first served.
- Leaving a dinghy at a buoy or dock does not reserve a moorage space.
- Annual permits must be displayed as directed.
- Moorage at a facility is limited to three (3) consecutive nights, unless otherwise noted.
- Rafting is permitted within posted limits. A vessel rafted to another vessel will be charged a moorage fee based on its own length.
- Open flames, live coals, and combustibles must be placed on a fireproof base, away from fuel tanks and vents.
- Commercial vessels are restricted to loading and unloading passengers transported for recreational purposes.
- Pets must be kept on leashes and under physical control at all times. Dispose of animal waste properly.

Remember when you caught your first fish?
Our children will not experience that same thrill unless we keep this country's waterways pollution free. Using pump-out stations and properly disposing of our trash are things we can all do to protect our waters.

Help us keep Washington's waters clean!

ORCA WHALES

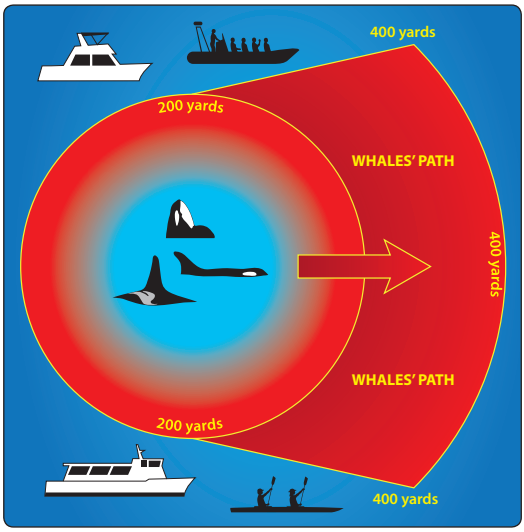
www.bewhalewise.org

Act Responsibly

- Seeing killer whales and other marine wildlife in their natural environment can be a thrilling experience.
- In our excitement, we sometimes forget that our presence has an effect on wildlife and their habitat. Just like us, marine animals need space to find food, choose mates, raise young, socialize, and rest.
- When we get too close, approach too fast, or make too much noise, we may be disrupting these activities and causing the animals unnecessary stress. In some cases, we may be threatening their lives.

The Laws

- Regulations of Canada, the U.S., and Washington State prohibit the harassment and disturbance of killer whales and other marine mammals. Many species are listed as threatened or endangered and therefore are subject to additional protections under the Endangered Species Act (U.S.) and the Species at Risk Act (Canada).
- In Washington State, it is unlawful to:
  - Approach within 200 yards of a southern resident orca whale.
  - Position a vessel to be in the path of a southern resident orca whale at any point located within 400 yards of the whale.
  - Fail to disengage a vessel's transmission immediately when within 200 yards of a southern resident orca whale.
  - Harass any marine mammal.
- For more information, please visit:
  - Washington Fish and Wildlife **www.wdfw.wa.gov/viewing/wildview.htm**
  - NOAA Fisheries Office for Law Enforcement **www.nmfs.noaa.gov/ole**



What Is a Disturbance?

Disturbance is when we interfere with an animal's ability to hunt, feed, communicate, socialize, rest, breed, or care for its young. These are critical processes, necessary for healthy marine wildlife populations.

Report Violators

- **IN THE U.S.:** Call NOAA Fisheries Office for Law Enforcement at **1-800-853-1964**
- **IN CANADA:** Call Fisheries and Oceans Canada at **1-800-465-4336**
- Online: **http://www.bewhalewise.org**

Enforcement

Local law enforcement, Washington Department of Fish and Wildlife, and NOAA Fisheries Office for Law Enforcement are dedicated to the enforcement of state and federal laws that protect and conserve our nation's living marine resources and their natural habitat.

Information provided by NOAA Fisheries Office for Law Enforcement

Vessel Traffic Systems and Shipping Lanes

The U.S. Coast Guard operates the Puget Sound Vessel Traffic Service (VTS) to provide navigational assistance and a Traffic Separation Scheme (buoys and charted traffic lanes) to the maritime community of Puget Sound. VTS Puget Sound manages the commercial shipping lanes from Cape Flattery through the Strait of Juan de Fuca to Tacoma. The Columbia River has shipping lanes but no vessel traffic system.

- Avoid commercial shipping traffic lanes by as wide of a margin as possible. Due to their size, commercial ships are allowed only in the deep-draft navigational channel. Consequently, these vessels have the right-of-way. Their size also makes it difficult for them to slow down or maneuver quickly.
- Boat on the starboard (right) side of the waterway.
- At night, be extra vigilant and note navigation lights, especially sidelights. If both red and green lights are visible, a vessel is approaching you head-on. Be aware that there may be an unlit space of several hundred yards between bow and stern lights, such as when a tugboat is pushing a barge.
- Make yourself visible. If it is dark or foggy, carry a radar reflector as high on the boat as possible. Make sure your navigation lights are bright and not obscured by anything.
- Stay a long distance behind deep-draft traffic.
- Cross traffic lanes at 90 degrees to the prevailing traffic or as practical.
- Never cross in front of a tugboat or between a tugboat and its tow.
- Leave ample room when crossing or traveling behind a ship or tugboat. If you pass too closely behind a tug, you may encounter tow cables and log rafts low in the water.
- Know whistle signals. Five or more short blasts mean "DANGER." Check, and if the signal is for you, give way quickly.

- Never anchor in a shipping lane, and never tie up to a buoy or other navigational aid.
  - Use safe anchorages, not buoys. It is illegal and unsafe to tie up to U.S. Coast Guard buoys.
  - Moor your boat correctly. Large vessel movements create a suction or undertow effect along the shore. Beach your boat as high as possible. Avoid mooring to pile dikes and jetties.
- Do not enter into the direct path of commercial vessels that are approaching bridges and locks. It is dangerous for ships to alter their courses in these situations.
- When necessary to communicate your position to a ship, contact commercial vessels by VHF-FM radio using the locally monitored frequency. Do not use a cell phone.

Recreational Boating Manual for Puget Sound

VTS Puget Sound has a Recreational Boating Manual to help boaters understand the Traffic Separation Scheme and related safety issues from sharing the waters of Puget Sound with commercial traffic. For more information, visit: **www.uscg.mil/d13/psvts/**.

Boaters' Tool Box

Washington State Parks and Recreation Commission

Boating Programs		360-902-8555
	www.boatered.org	
Clean Vessel Program		360-902-8659
Information Center		360-902-8844
Moorage Permits		360-902-8844
Washington State's Boating Portal	www.boat.wa.gov	

Vessel Registration and Titling

Washington Dept. of Licensing		360-902-3770
	www.dol.wa.gov/vehicleregistration/registerboat.html	

Other Boating Contacts

13th Coast Guard District	www.uscg.mil/d13/	206-220-7257

Other Environmental Organizations

Department of Ecology:	
Hazardous Waste Hotline	1-800-633-7585
Recycling Hotline	1-800-RECYCLE (732-9253)
Emergencies, Oiled Birds, Etc.	360-407-6300
The Recreation and Conservation Office	www.rco.wa.gov
National Weather Service	www.nws.noaa.gov

Frequently Used Boating Websites

Where to go fishing!
wdfw.wa.gov/fishing/washington/

Pumpout Washington
www.pumpoutwashington.org

Current weather forecasts for Washington
www.wrh.noaa.gov/sew/

Predicted Tides and Currents
tidesandcurrents.noaa.gov/tide_predictions.html?gid=259

Washington Water Cruiser
http://watercruiser.smartmine.com/#HomeScreen

Index of Handbook Topics

Boating Safety Education

Washington

GOT YOUR BOATER CARD YET?

State law requires boat operators to carry a Washington State Boater Education Card when operating a boat with 15 horsepower or greater (including personal watercraft).

To learn more about Washington's boater education law, who is exempt from the education requirement, which courses are approved, and the equivalency exam, contact the Washington State Parks and Recreation Commission by:

- Calling 360-902-8555
- Visiting **www.boatered.org**
- Emailing boating@parks.wa.gov

Washington State Discover Pass

Washington state parks offer an abundance of outdoor recreation opportunities and some of the most diverse landscapes in the nation! The Discover Pass provides access to millions of acres of state parks and recreation lands. For just $30, you get an entire year of recreational fun on Washington's beautiful state-managed recreation lands, including trailheads with hundreds of hikes, heritage sites where you can learn about the history of our state, a variety of water-access points, and places to watch wildlife.

When you purchase a Discover Pass, you get to choose the specific start date for 365 days of outdoor adventures. The pass may be transferred between two vehicles. The Discover Pass also provides access to recreation lands managed by the Washington departments of Natural Resources and Fish & Wildlife. For more information, visit **www.DiscoverPass.wa.gov** or call **866-320-9933**.

CONTINUE THE SAFE BOATING TRADITION

Boater education is required by law.
Get your card today!

www.parks.wa.gov/boating

(360) 902-8555

Washington State Parks and Recreation Commission

P.O. Box 42650
Olympia, WA 98504-2650
(360) 902-8500
www.parks.state.wa.us

Commission members:
Ken Bounds
Patricia T. Lantz
Steve S. Milner
Mark O. Brown
Michael Latimer
Diana Perez
Lucinda S. Whaley
Agency director: Don Hoch

All Washington state parks are developed and maintained for the enjoyment of all people.

To request this brochure in an alternative format, please call (360) 902-8844 or the Washington Telecommunications Relay Service at (800) 833-6388.