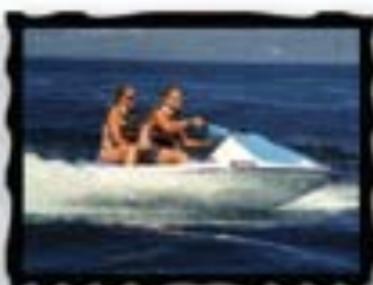


WASHINGTON STATE PARKS



ADVENTURES IN BOATING WASHINGTON

HANDBOOK



BOATING

PROGRAMS

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Boating Safety Education

Washington

Boater education is now required by law!

**GOT YOUR
BOATER
CARD YET?**

To learn more, visit our website www.parks.wa.gov/boating.

1. Home-study course

Complete the correspondence course, and follow the directions on the enclosed test. Contact Washington State Parks and Recreation Commission to purchase a copy of the *Adventures in Boating* course manual. Equivalency exams also are available by contacting Washington State Parks Boating Programs Office.

2. Over the Internet

Learn what you need to be a safe boater online! Get more information about approved courses: by contacting Washington State Parks Boating Programs Office.

3. In a classroom

Share the learning experience with other interested students and a qualified instructor.

For more information the home-study course, equivalency exam, and approved online courses, and for a list of classroom course times and locations, contact Washington State Parks and Recreation Commission by:

- ◆ Calling 360-902-8844
- ◆ Visiting www.parks.wa.gov/boating
- ◆ E-mailing boating@parks.wa.gov

ADVENTURES IN BOATING WASHINGTON

HANDBOOK



*Contents approved by
Washington State Parks
Boating Programs*

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What's New?



Washington's Mandatory Safety Education Program

Washington's mandatory boater education law will eventually require all Washington recreational motorboat operators to carry a Boater Education Card, which shows that they have completed a basic boater education course. This applies to operators 12 years and older operating any type of vessel powered by 15 horsepower or more.

The law will be phased in by operator age over several years. Beginning January 1, 2008, boat operators 12 to 20 years old will be required to have passed a boating safety exam and carry a Boater Education Card when operating a vessel.

This card is issued by the Washington State Parks and Recreation Commission for \$10.00 and is good for a lifetime. For additional information about obtaining a Boater Education Card or other details on the Mandatory Boating Safety Education Program, visit the State Parks website at www.parks.wa.gov/boating or call **360-902-8844**.

Washington's New Instructor Training Program

Instructors are needed to teach boater education courses in Washington. Those interested in becoming a boating safety instructor can take a course and become certified to teach the *Adventures in Boating Washington* course. This gives potential instructors a chance to take a free training class. Those interested need to submit a completed application to the State Parks Boating Programs Office. Once certified by the Washington State Parks Instructor Training Program, independent instructors may offer classes in their communities. State Parks does not offer compensation for teaching classes, but will help instructors with a starter kit and post their class schedules on the agency's website.

For additional information on the instructor training program or to get an application, e-mail boating@parks.wa.gov or call **360-586-6590**. For information on the Mandatory Boating Safety Education Program, visit online at www.parks.wa.gov/boating or call **360-902-8844**.

Table of Contents

Boating **BASICS**

Before Going Out

Vessel Length Classes	8
Vessel Capacity	8
Fueling a Vessel	9
Fuel Selector Switch on a PWC . .	10
Trailering Your Vessel Safely . . .	10
Filing a Float Plan	12

On the Water

Encountering Other Vessels	14
Navigation Rules	15
Nighttime Navigation	16
U.S. Aids to Navigation System . .	18

Weather Emergencies	23
Hazardous Coastal Bar Information	25
Other Boating Emergencies	28
Ignition Safety Switches	30
Avoiding Propeller Strike Injuries .	31

Specifically for PWCs

Steering and Stopping a PWC . . .	32
Reboarding a Capsized PWC	33
Courtesy When Encountering Other Vessels	33
Environmental Considerations . . .	34
Other PWC Considerations	35

It's the **LAW!**

Before Going Out

Operator Age and Boater Education Requirements	36
Registering and Titling Your Vessel	37
Other Facts About Registration and Titling	42
Annual Excise Tax on Vessels	43

Required Equipment

Personal Flotation Devices	44
Navigation Lights	46
Fire Extinguishers	48
Ventilation Systems	50
Backfire Flame Arrestors	50
Mufflers and Noise Level Limits . .	50
Sound-Producing Devices	51
Visual Distress Signals (VDSs) . . .	52
Other Equipment	54

On the Water

Unlawful and Dangerous Operation	55
Obstructing Navigation	57
Homeland Security Restrictions . .	57
Alcohol and Drugs	58
Vessel Accidents	59
Local Regulations	60
Enforcement	60

Specifically for PWCs

Requirements Specific to PWCs . .	61
-----------------------------------	----

Specifically for Skiing

Requirements for Towing Skiers . .	63
------------------------------------	----

The Environment and Your Vessel

Discharge of Sewage and Waste . .	64
Discharge of Oil and Other Hazardous Substances	65
Discharge of Trash	67
Waste Management Plan	68

Washington Required Equipment Checklist	40
--	----

Washington State Pump-out Locations	69
--	----

Washington State Parks Moorage Permits	78
---	----

Boaters' Reference	81
-------------------------------------	----

Index of Handbook Topics

Accidents	
Assisting, requirement	59
How and when to report	59–60
Address, change of	42
Age requirements for operation of PWCs	61
Aids to navigation (buoys)	18–21
Alcohol, operating under the influence of	58
Aquatic nuisance species	68
Assault by watercraft	56
Backfire flame arrestors	50
Bells	51
Boater education	36
Bow riding	55
Capacity	
Horsepower	8
Weight	8
Decals	
Display of Registration	38
Discharge of	
Oil and hazardous substances	65–66
Sewage and waste	64
Trash	67
Diver-down flags	54
Documented vessels, USCG	42
Drugs, operating under the influence of	58
Education, safety	inside front cover
Emergencies	
Hypothermia	29
Weather	23–27
Encountering commercial vessels	22
Encountering other vessels	14–17
Enforcement	60
Environmental protection	
Aquatic nuisance species	68
Laws	64–68
Marine mammals	67
Marine sanitation devices (MSDs)	64
Oil and hazardous substances	65–66
Pump-out locations	69–77
Sewage and waste	64
Telephone numbers	81
Trash	67
Waste Management Plan	68
Equipment, required	40–41, 44–54
Backfire flame arrestors	50

Checklist	40–41
Diver-down flag	54
Fire extinguishers	48–49
Mufflers	50–51
Navigation lights	46–47
Personal flotation devices (life jackets/PFDs)	44–45
Skier down flag	54, 63
Sound-producing devices (whistle, horn, bell)	51
Ventilation systems	50
Visual distress signals	52–53
Excise tax on vessels	43
Fees, registration and titling	42
Fire extinguishers	48–49
Flags	
Diver-down	54
Skier down	54, 63
Flame arrestors	50
Float plan	12
Fueling	9
Hazardous coastal bar information	25–26
Hazardous substances and oil, discharge of	65–66
Homicide by watercraft	56
Horns or whistles	51
Horsepower, maximum	8
Hypothermia	29
Ignition safety switches	30
Lateral Markers	18–19
Length of a vessel	8
Life jackets (PFDs)	44–45
Lighting, required	
At anchor	46–47
For power-driven vessels	46
For unpowered vessels	46
Lights, types of	16
Local regulations	60
Marine mammals	67
Marine sanitation devices (MSDs)	64
Markers and buoys	
Mooring	21
Navigational (lateral)	18–19
Non-lateral (regulatory)	20–21
Moorage permits	
Annual	78
Fees	78
How to purchase	79
Rules at mooring facilities	80
Mufflers and noise level limits	50
Navigation	
Aids to	18
Lights	46–47

Nighttime	16–17
Obstructing	57
Rules when encountering other vehicles	14–17
Negligent operation	55
Nighttime navigation	16–17
Noise level limits and mufflers	50
Non-lateral markers	20–21
Number, registration (see Registration)	
Obstructing navigation	57
Oil and hazardous substances, discharge of	65–66
Operation	
Minimum age requirements	36
Minimum age requirements for PWCs	61
OUI	58
Under the influence	58
Unlawful, negligent, and reckless	55–58
Overloading or overpowering	55
Ownership, change of	42
Personal flotation devices (life jackets/PFDs)	44–45
Personal watercraft (PWCs)	
Fueling	9–10
Ignition safety switches	30
Laws specific to	61–62
Sharing your PWC	62
Steering and stopping	32
Pump-out locations	
Central/Southern Puget Sound	72–73
Northern Puget Sound	76–77
Seattle Area	74–75
Washington State	69–71
Reckless operation	55
Registration	
Abandoned, destroyed, lost, or stolen	42
Applying, how to	43
Decals	38
Documentation, USCG	42
Duplicates	39
Fees for	39
Renewal of	42
Transfer of	39
Vessels excluded from	37
Where to register	39
Which vessels require	37
Reporting an accident	59
Required equipment checklist	40–41
Riding bow, gunwales, or transom	55
Sewage and waste discharge	
Environmental protection	64, 69–77
Shellfish advisory telephone numbers	81
Skier down flag	40, 54
Skiing laws	54, 63

Sound-producing devices	51
Sound signals	51
Taxes, excise	43
Teak surfing	56
Telephone numbers	81
Titling	37-39, 42-43
Toilet, marine	64
Towing skiers	63
Trash, discharge of	67
Tsunamis	24-25
Type I, II, III, IV, and V PFDs (life jackets)	44-45
Under the influence	58
Unlawful operation	
Assault by watercraft	56
Homicide by watercraft	56
Negligent	55
Obstructing navigation	57
Overloading or overpowering	55
Reckless operation	55
Riding bows, gunwales, or transom	55
Under the influence	58-59
Ventilation systems	50
Vessels	
Abandonment, destruction, or loss of	42
Accidents	59
How to measure	8
Meeting , head-on, crossing, or overtaking	14-17
Meeting sailboats	14-17
Taxes on	43
Which require registration and titling	37
Visual distress signals	52-53
Washington State Parks and Recreation Comm. telephone numbers	81
Waste	
Discharge of	64
Management plan	68
Marine sanitation devices	64
Weather	
Hazardous bar information	25-26
If caught in severe weather	23
NOAA weather report frequencies	27
Whistles, horns, and bells	51
“Y” valve	64

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.

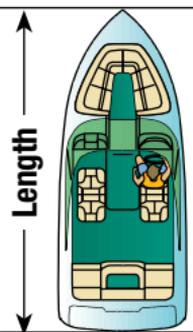
Before Going Out

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

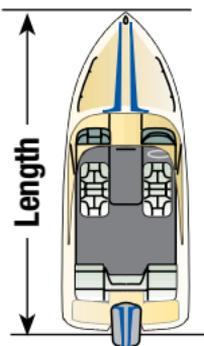
Vessel Length Classes

- ◆ 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



Vessel Capacity

• MAXIMUM CAPACITIES •
7 PERSONS OR 1050 LBS. 1400 LBS. PERSONS, MOTORS, GEAR 130 H. P. MOTOR
<small>THIS BOAT COMPLIES WITH U.S. COAST GUARD SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION ABC BOATS XYZ MANUFACTURING, INC. ANYWHERE, USA 99999</small>

- ◆ 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. You should not exceed *either* the stated maximum weight capacity *or* the maximum number of people.

- ◆ Personal watercraft (PWCs) and some other vessels do not have a capacity plate. Always follow the recommended capacity in the owner's manual and on the manufacturer's warning decal.
- ◆ On vessels with no capacity plate, you can use the following rule of thumb to calculate the number of persons (weighing 150 lbs. each, on average) that the vessel can carry safely in good weather conditions.

$$\text{Number of people} = \text{vessel length (ft.)} \times \text{vessel width (ft.)} \div 15$$

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 after fueling and before starting your engine to remove gas vapors in the bilge.

◆ After fueling:

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

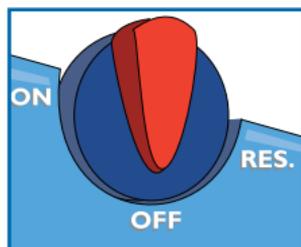
Additional Safety Procedures for PWCs

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

Fuel Selector Switch on a PWC

This switch can help you avoid becoming stranded without fuel.

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



Trailing 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.

◆ **Launching your vessel from a trailer:**

- Prepare your vessel well away from the boat ramp.
- Back the vessel into the water until the lower unit of the engine can be submerged while on the trailer.
- Once the engine is warmed up, back the trailer further until the vessel floats. Then back slowly off the trailer.

◆ **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.
- Tow the vessel off the ramp out of the way of others.
- While at the ramp area, remove all weeds from the vessel, remove the drain plug, and drain live wells.

◆ **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.

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.
- ◆ List where you are going, the detailed route, and your expected return time.
- ◆ Give the number of passengers, their names and addresses, and a contact in case of an emergency.
- ◆ If possible, include a photograph of your vessel in your float plan.

FLOAT PLAN

Complete this form before going out on your boat and leave it with a reliable person who can be depended upon to notify the Coast Guard or other rescue organization in case you do not return as scheduled. Do not file this form with the Coast Guard. A word of caution: In case you are delayed, and it is not an emergency, inform those with your float plan, the police, and/or Coast Guard of your delay in order to avoid an unnecessary search!

- Name of person filing this plan: _____
Telephone #: (____) _____
- Description of boat: _____ Type: _____ Make: _____
Color: _____ Trim: _____ Registration number: _____ Length: _____ Name: _____
Age: _____ Address: _____
- Names of persons on board: _____
Telephone #: (____) _____

Telephone #: (____) _____
- Description of engine: Type: _____ Horsepower: _____ # of engines: _____ Fuel capacity: _____
- Survival equipment on board. Check as appropriate:
 Life jackets (PFDs) Flares Flashlight Signal mirror EPIRB Anchor(s)
 Smoke signals Horn Water Paddles Raft or dinghy Food
- Radio Yes No Type: _____ Frequencies: _____ Call sign: _____
- Trip expectations
Leaving from: _____ Going to: _____
Departing on: _____ / _____ am pm Returning: _____ / _____ am pm
date time date time
And, in no event, returning later than: _____ / _____ am pm
date time
- Other pertinent information: _____
- Description of automobile: _____ Trailer license #: _____
Make: _____ Color: _____ License #: _____ Where parked: _____
- If not returned by: _____
Call: _____
U.S. Coast Guard telephone #: (____) _____ Telephone #: (____) _____
Local authority: _____



Pre-Departure Checklist

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

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

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 or laying cable, or a vessel constrained by its draft, such as a large ship in a channel
 - A vessel engaged in commercial fishing
 - A sailboat under sail unless it is overtaking
- ◆ 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 boat: The vessel which should maintain its course and speed

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



Meeting Head-On

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

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

Power vs. Power



Crossing Situations

Power vs. Power: The vessel on the port (left) is the give-way boat. The vessel on the starboard (right) is the stand-on boat.

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

Power vs. Power

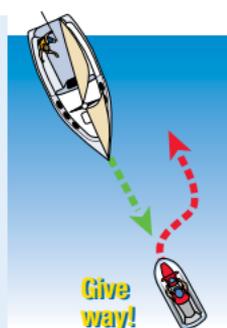


Overtaking

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

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

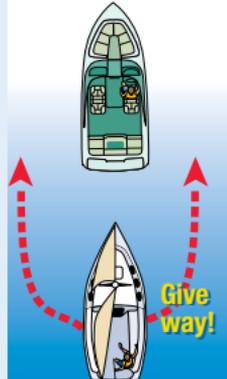
Power vs. Power



Power vs. Sail



Power vs. Sail

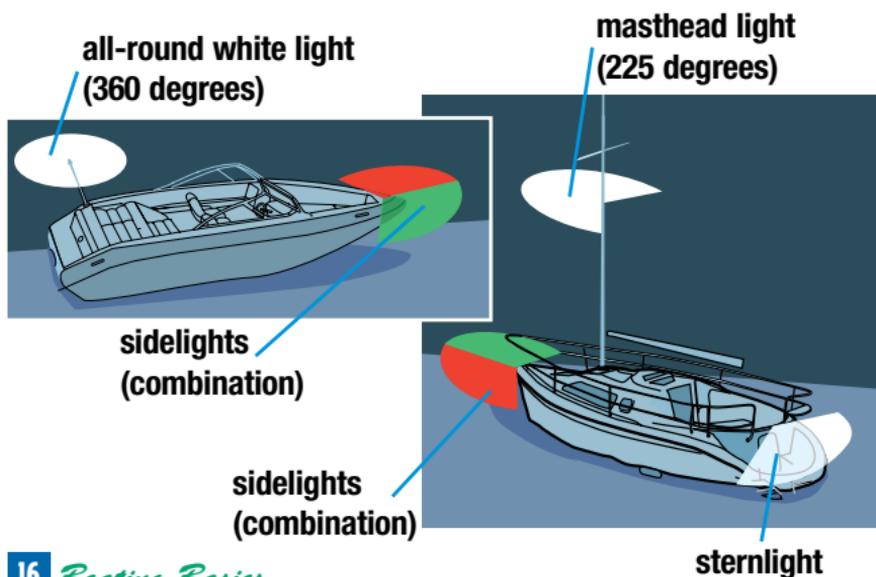


Power vs. Sail

Nighttime Navigation

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:** A white light seen from behind the vessel.
- ◆ **Masthead Light:** A white light, which shines forward and to both sides, located on the mast of a sailboat and required on all motorboats. A masthead light must be displayed by all vessels when 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 able to 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 a white and a green light, you are the stand-on boat. However, remain alert in case the other vessel operator does not see you or does not know the navigation rules.



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



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 pass to the right behind the vessel.

Encountering a Sailboat at Night

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



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, to direct travel within a channel. They use a combination of colors and numbers, which may be applied to 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.

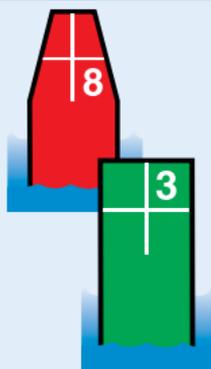


Green colors, green lights, and odd numbers indicate the left side of the channel as a boater enters from the open sea or heads upstream.

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.

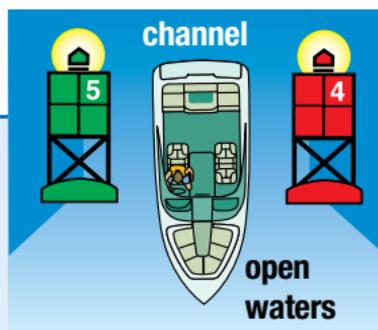
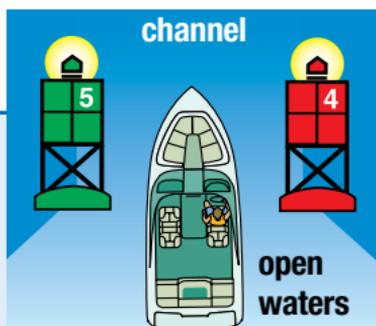


Cans are green cylindrical-shaped buoys marked with odd numbers.



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 (shown below) 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.

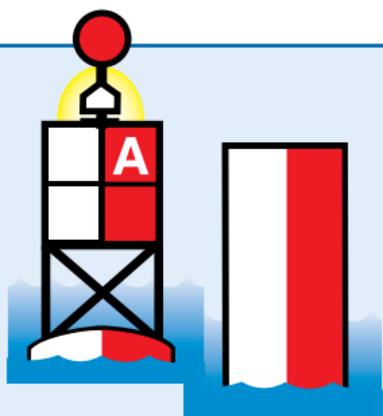


Danger

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

Other Non-Lateral Markers

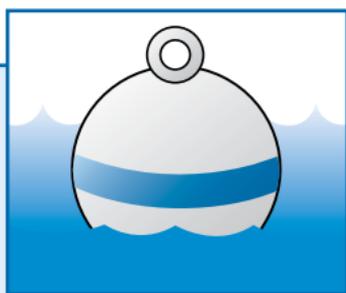
Safe Water Markers are white with red vertical stripes and mark mid-channels or fairways. They may be passed on either side.



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

Another kind of buoy you may encounter is the mooring buoy. These are white with a blue horizontal band. They are usually placed in marinas and other areas where vessels are allowed to anchor.



Boating Safety Tips: Share the Water

Due to their size, commercial ships are allowed only in the deep-draft navigational channel. Consequently, these vessels always have the right-of-way. Their size also makes it difficult for them to slow or maneuver quickly. Recreational watercraft and sailboarders can share the water safely by observing the following.

- ✓ **Boat on the starboard (right) side of the channel.**
- ✓ **Be visible and vigilant.** 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.
- ✓ **Keep a close watch.**
- ✓ **Monitor ship lights.** Pay attention to the sidelights rather than the masthead lights. If you see both sidelights, you are dead ahead—move away fast!
- ✓ **Don't 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 on the whistle mean "DANGER." If the signal is for you, make way quickly.
- ✓ **Use safe anchorages, not buoys.** Coast Guard buoys mark where you must pass. It is illegal and unsafe to tie up to them.
- ✓ **Large vessel movements create a suction** or undertow effect along the shore. Beach your boat as high as possible, and avoid mooring to pile dikes and jetties.
- ✓ **Steer clear of large vessels.** Don't jump wakes, ride close alongside, or cut under bow or stern.
- ✓ **A large vessel can "steal your wind."** Don't expect to have the same wind you started with when executing a sailing maneuver near a ship or tug. That includes sailboards as well as boats.
- ✓ **Anglers beware!** If you are fishing in the channel, you **MUST** move when a barge or large ship approaches. You will be cited for blocking the channel—and you endanger yourself—if you don't move.

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. 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 life jacket (PFD). 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. PWCs should head directly into the waves.

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

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 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.
 - 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 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.
 - Channel 22 VHF/FM 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.

Hazardous Coastal Bar Information

The Pacific Northwest is home to some of the roughest coastal bars 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 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.

Distant storms from as far away as Asia can travel unobstructed across the vast expanse of the Pacific and can affect sea conditions on our local river entrances and beaches. Swells can build suddenly, making the river bar regions extremely dangerous. Additionally, converging tidal conditions and inland rainfall also 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 Coast Guard Commander will evaluate the conditions and make safety broadcasts on channel 16 VHF/FM, indicating 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.

Before You Go:

- ◆ Check your local weather reports to see if advisories have been issued for rough bar conditions.
- ◆ 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 use channel 16 on your VHF radio.

- ◆ Contact the local 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.

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 71 Recreational vessel radio channels and ship to coast.

Channel 70 Digital selective calling “alert channel.”

Other 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

- ◆ **To reduce the risk of capsizing or swamping:**
 - Don't overload your boat. Balance the load.
 - 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.

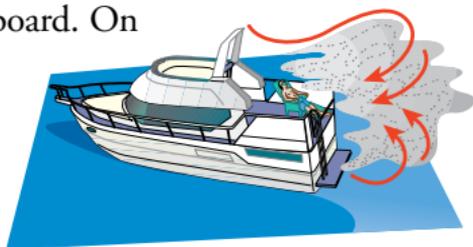
Hypothermia

- ◆ **If you are boating in cold water:**
 - Dress in several layers of clothing under your PFD or wear a wetsuit or drysuit.
 - Learn to recognize the symptoms of hypothermia. Symptoms begin with shivering and bluish lips and nails, and progress to a coma and, ultimately, death.
- ◆ **To reduce the effects of hypothermia:**
 - Put on a PFD if not wearing one. It helps you to float without excessive movement and insulates your body.
 - Get as much of your body out of the water as possible.
 - Don't take your clothes off unless necessary—clothes can help you float and provide insulation.
 - Don't thrash or move about. Excess motion consumes energy and increases loss of body heat.
 - Draw your knees to your chest and your arms to your sides, protecting the major areas of heat loss.
 - If others are in the water with you, huddle together with your arms around their shoulders.

Carbon Monoxide Poisoning

Carbon monoxide is an invisible, odorless, tasteless gas that can be deadly. To prevent carbon monoxide poisoning, keep air flowing through the boat and take extreme caution when running a generator at a dock or at anchor.

- ◆ Whenever people are using a swim platform or are in the water close to the stern, turn off all gasoline-powered generators with transom exhaust ports.
- ◆ Swimmers should never enter the cavity between the swim platform and the stern of the boat.
- ◆ When boating, be careful running downwind as exhaust gases may blow back on board. On cabin cruisers, be aware that exhaust gases can blow back into the stern when traveling into the wind.



Ignition Safety Switches

- ◆ Most PWCs and powerboats come equipped by the manufacturer with an important device called an emergency ignition safety switch. This is a safety device that is designed to shut off the engine if the operator is thrown from the proper operating position.
- ◆ A lanyard is attached to the safety switch and the operator's wrist or PFD. The safety switch shuts off the engine if the operator falls off the PWC or out of the powerboat. If your vessel does not come equipped with an ignition safety switch, you should have one installed.
- ◆ It is illegal to ride your PWC without attaching the lanyard properly between the switch and yourself.



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, read the article “Propeller Injury Intervention” on the U.S. Coast Guard’s Boating Safety website: www.uscgboating.org.

Specifically for PWCs

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

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



Remember—no power means no steering control ...

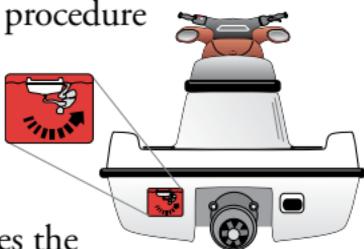
You always must have power in order to maintain control. If you allow the engine to return to idle or shut off during operation, you lose all steering control. The PWC will continue in the direction it was headed before the engine was shut off, no matter which way the steering control is turned.

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

Reboarding a Capsized PWC

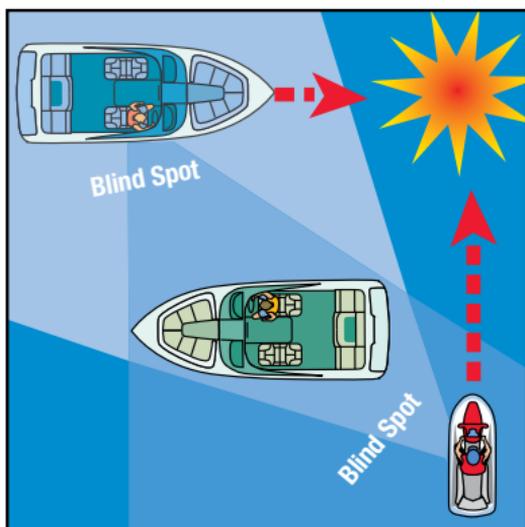
After a fall, the PWC could be overturned completely. You should be familiar with the proper procedure to right the PWC and to reboard from the rear of the craft.

- ◆ 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 PWCs often makes them unwelcome with other vessel operators and people on shore. Be a courteous PWC operator.
 - Vary your operating area, and do not keep repeating the same maneuver.
 - Avoid congregating with other PWC operators near shore, which increases annoying noise levels.
 - Avoid making excessive noise near residential and camping areas, particularly early in the morning.
 - Avoid maneuvers that cause the engine exhaust to lift out of the water because that increases noise levels.
 - Do not modify your engine exhaust system if it increases the noise. Improperly modified exhausts will not make your PWC faster and may raise the noise to an illegal level.

Environmental Considerations

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

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



- ◆ Take extra care when fueling your PWC in or near the water. Oil and gasoline spills are very detrimental to the aquatic environment. Fuel on land if possible.
- ◆ Never use your PWC to disturb, chase, or harass wildlife.

Other PWC Considerations

- ◆ Remember that everyone on board a PWC must wear a life jacket (PFD).
- ◆ Keep hands, feet, loose clothing, and hair away from the pump intake area. Before cleaning debris away from the pump intake, be sure to shut off the engine.
- ◆ Keep everyone clear of the steering nozzle unless the PWC is shut off. The water jet can cause severe injuries.
- ◆ Frequently inspect your PWC's electrical systems (e.g., starter and engine gauge connections) to ensure there is no potential for electrical spark. Gas fumes could collect in the engine compartment and an explosion could occur. After fueling, sniff the engine compartment for any evidence of gas fumes.
- ◆ Never exceed the manufacturer's recommended capacity for your PWC.
- ◆ Know your limits, and ride according to your abilities.
- ◆ See pages 61-62 for other requirements specific to PWCs.



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

Operator Age and Boater Education Requirements

- ◆ **Current requirements** are as follows and will remain in effect.
 - You must be at least 14 years of age to operate a personal watercraft legally.
 - It is illegal to lease, hire, or rent a personal watercraft to anyone under 16 years of age.

- ◆ **Future requirements** have been set by a Washington boating safety education law that was passed in 2005. This new law will be phased in as shown here so that all boaters, unless exempted, must obtain a Washington boater education card by January 1, 2014.

When Do I Need My Card?

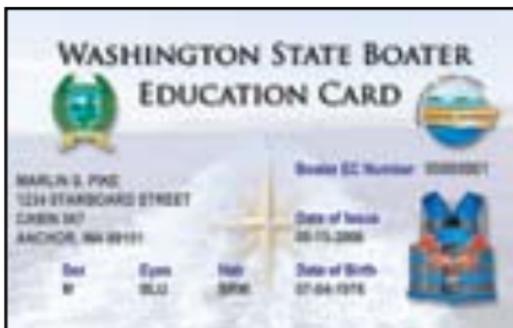
Year	Your Age
2008	20 and younger
2009	25 and younger
2010	30 and younger
2011	35 and younger
2012	40 and younger
2013	50 and younger
2014	59 and younger

The law applies

to operators of vessels that are powered by motors of 15 horsepower or more.

- ◆ For details on the mandatory boating safety education law and information on who is exempt from this law, visit: www.parks.wa.gov/boating/boatsafefaq.asp on the Internet.

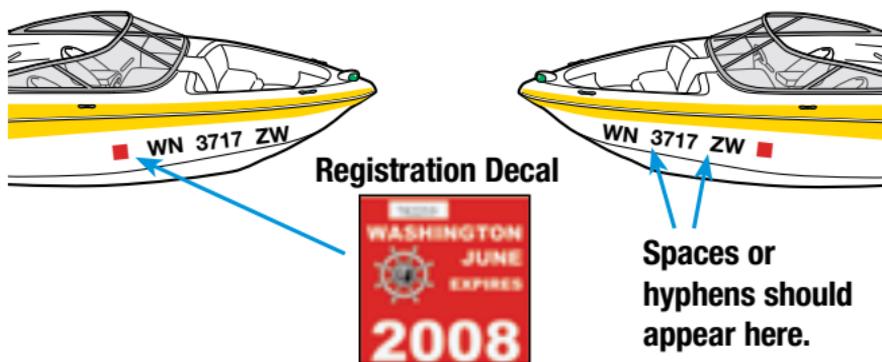
- ◆ Persons required to have a Boater Education Card must carry it on board whenever operating.



Registering and Titling Your Vessel

- ◆ You must have a Washington title, registration, and registration decals to navigate, operate, employ, 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 less than 16 feet in length with a motor of 10 horsepower or less if used only on non-federal waters
 - Properly registered vessels owned by residents of another state or country and using Washington waters for 60 or fewer days
- ◆ *The registration 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.





- ◆ The registration number and registration decals must be displayed as follows.
 - Number must be painted, decaled, 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 vessel.
 - Number must be in at least 3-inch-high, bold, vertical, **BLOCK** characters.
 - The color of the numbers must contrast 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.
 - Decals must be affixed on each side of the vessel, toward the stern of the registration number and in line with the number.

Where to Register You can submit your registration or title applications and fees to:

- Your county auditor or vehicle licensing subagent office (visit www.dol.wa.gov/vehicleregistration/registerboat.html on the Internet for locations of subagent offices) *or* ...
- Washington Department of Licensing
Vessel Licensing
P.O. Box 9909
Olympia, WA 98507-8500



Registration Questions? Contact the Washington Department of Licensing by calling **360-902-3770**—option 4 or sending a fax to **360-902-4089**. You also may e-mail questions to the Title Division of the Department of Licensing at titles@dol.wa.gov or write to the address above.

Fees to Register and Title Your Vessel

Registration of a Vessel

Registration (first time)	\$28.25 *
Registration (annual renewal)	\$16.25 **

Other Fees

Titling (one-time fee)	\$5.00
Transfer of Title (valid registration-includes \$1.00 decal transfer fee)	\$10.00
Transfer of Title (expired registration)	\$9.00
Duplicate Title	\$5.25
Duplicate Registration (if expired)	\$5.00
Duplicate Registration (if current)	\$5.00

* Plus any other applicable fees and taxes

** Plus excise tax based on vessel value



	PWCs		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	yes	yes	yes	yes	yes	no	no
Validation Decals	yes	yes 6	yes	yes	yes	yes	yes	yes	yes	yes	no	no
Registration Numbers	yes	yes 6	yes	yes	yes 7	yes 7	yes 7	yes 7	yes 7	yes 7	no	no
Boater Education Card 6 (power-driven boats over 15 hp)	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	no	no
PFDS: Type I, II, III, or V (one per person)	yes 1	yes 2	yes 2	yes 2	yes 2	yes 2	yes 2	yes 2	yes 2	yes 2	yes	yes
PFDS: Type IV	no	no	yes	yes	yes	yes	yes	yes	yes	yes	no	no
Type B-I Fire Extinguisher (power-driven boats only)	yes	yes	yes	yes	yes 8	yes 8	yes 8	yes 8	yes 8	yes 8	no	no
Ignition Safety Switch	yes	no	no	no	no	no	no	no	no	no	no	no
Backfire Flame Arrestor 3	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	no	no
Ventilation System	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	no	no
Muffler	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	no	no
Horn, Whistle, or Bell	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes
Skier Down Flag 4	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	no	no
Daytime Visual Distress Signals (coastal waters only)	no	yes	yes	yes	yes	yes	yes	yes	yes	yes	16' and over	16' and over
Nighttime Visual Distress Signals	n/a	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes
Navigation Lights 5	n/a	yes	yes	yes	yes	yes	yes	yes	yes	yes	at least one lantern or flashlight	at least one lantern or flashlight
CO Warning Sticker Displayed	no	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	no

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

WASHINGTON REQUIRED EQUIPMENT CHECKLIST

- 1 Those on personal watercraft must *wear* a life jacket (personal flotation device) at all times.
- 2 Children 12 years and younger are required to *wear* U.S. Coast Guard–approved life jackets 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 and displayed when towing person(s) on water skis or similar devices or when-ever the towed person(s) is preparing to ski or has fallen into the water.
- 5 Vessels without proper navigation lights may not operate between the hours of sunset and sunrise.
- 6 Applies to all power-driven boats on federally controlled waters and sailboats 16 feet and longer on any waters of the state. Does not apply to boats under 16 feet long with engines 10 HP or less when used on waters under state jurisdiction only.
- 7 State registration numbers are not displayed for 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 pages 36–37 for boater education card requirements.

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 usually are mailed to the owner's address prior to expiration.
- ◆ All vessels that require registration must be titled also. Titles are obtained through the Washington Department of Licensing.
- ◆ The owner of a registered vessel must notify the Department of Licensing within 15 days of these events: the vessel is abandoned, destroyed, lost, or stolen; the owner's address changes; or the registration card is lost or destroyed.
- ◆ The owner of a registered vessel must notify the Department of Licensing in writing, on the appropriate form, within 5 business days of the date of sale or transfer of the vessel.
- ◆ Larger recreational vessels owned by U.S. citizens may (at the option of the owner) be documented by the U.S. Coast Guard. Call the USCG at **1-800-799-8362** for more information. Documented vessels also must be registered in Washington but are not required to display the registration number.

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 page 8)
- Vessel's hull identification number, if any
- Vessel's U.S. Coast Guard document number*, if any
- Vessel's ownership documents, such as out-of-state titles or registration certificates (if registration-only state); 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 is required. All owners listed on the Certificate of Documentation must be present to sign the vessel application.

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 purchase price if it reflects fair market value. To view an excise tax schedule, visit www.dol.wa.gov/vehicleregistration/boats.html.

Required Equipment



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

Personal Flotation Devices (PFDs)

- ◆ All vessels (including canoes and kayaks) must have at least one USCG–approved Type I, II, or III life jacket (PFD) for each person on board.
- ◆ One Type IV (throwable) USCG–approved PFD must be on board vessels 16 feet or longer, in addition to the requirement above. Canoes and kayaks are exempt from this requirement.
- ◆ Children 12 years old and younger must wear a USCG–approved life jacket 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 Type I, II, or III USCG–approved life jacket. Inflatable life jackets are not recommended for these activities.
- ◆ A Type V life jacket may be substituted for any other type if it is specifically approved by the USCG for the activity at hand and is being worn.
- ◆ All life jackets (PFDs) must be:
 - *U.S. Coast Guard–approved*, which means clearly marked with the USCG approval number.
 - *In good and serviceable condition*.
 - *Readily accessible*, which means you are able to put the life jacket on quickly in an emergency.
 - *Of the proper size for the intended wearer*; sizing for life jackets is based on body weight and chest size.



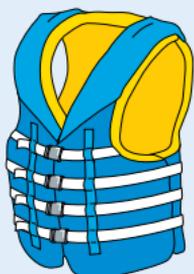
TYPE I: Offshore Life Jackets

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



TYPE II: Near-Shore Vests

These vests are good for calm waters and fast rescues. Type II vests may lack the capacity to turn unconscious wearers face up.



TYPE III: Flotation Aids

These vests or full-sleeved jackets are good for calm waters and fast rescues. They are not for rough waters since they will not turn most unconscious persons face up.



TYPE IV: Throwable Devices

These cushions or ring buoys are designed to be thrown to someone in trouble. They are not for long hours in rough waters, non-swimmers, or the unconscious.



TYPE V: Special Use Devices

These windsurfing vests, deck suits, hybrid life jackets, and others are designed for specific activities, such as kayaking or water-skiing, and usually must be worn to be accessible. *To be acceptable, Type V life jackets 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

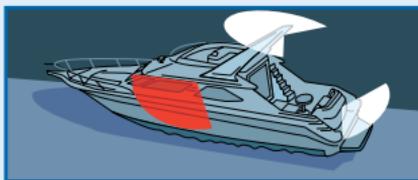
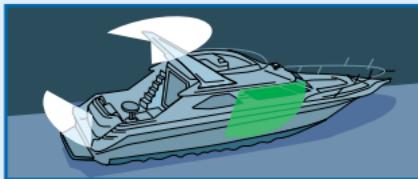
Unpowered vessels are sailboats or vessels that are paddled, poled, or rowed.

- ◆ **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 listed above
 - If not practical, must have on hand at least one lantern or flashlight shining a white light as in illustration 3.

All Vessels When Not Underway

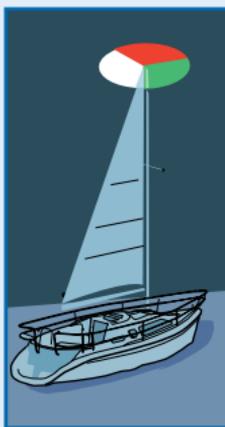
- ◆ **All vessels** are required to display a white light visible in all directions whenever moored or anchored away from dock between sunset and sunrise. Vessels less than 23 ft. long are exempt unless anchored in a narrow channel, fairway, or anchorage, or where other vessels navigate.

1. Power-Driven Vessels Less Than 65.6 Ft.



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 Ft.



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 Ft.



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 with a motor are required to have a Type B fire extinguisher(s) 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 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.

Fire Extinguisher Requirements

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

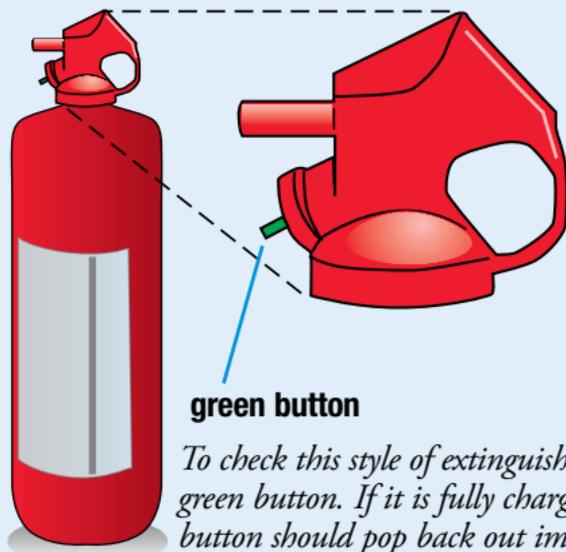
Length Class	Without Fixed System	With Fixed System*
Less than 26 ft.	one B-I	None
26 ft. to less than 40 ft.	two B-I <i>or</i> one B-II	one B-I
40 ft. to less than 65 ft.	three B-I <i>or</i> one B-II and one B-I	two B-I <i>or</i> one B-II

* refers to a permanently installed fire extinguisher system

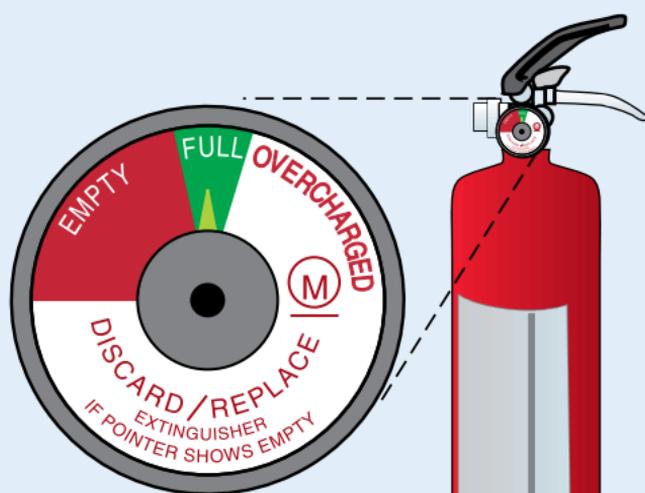
- ◆ Extinguishers should be placed in an accessible area—not near the engine or in a compartment, but where they can be reached immediately. Be sure you know how to operate them and check all extinguishers regularly to make sure they are fully charged.

Fire Extinguisher Charge Indicators

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



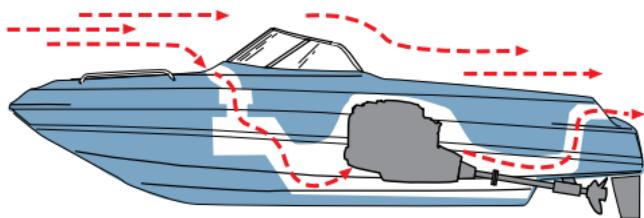
To check this style of extinguisher, depress the green button. If it is fully charged, the green button should pop back out immediately.



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

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 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 gasoline-powered motorboats, except outboards, must have a backfire flame arrestor on each carburetor that is U.S. Coast Guard-approved or stamped in compliance with SAE J-1928 or UL 1111 standards.

Mufflers and Noise Level Limits

- ◆ Every vessel with an engine must be equipped with a muffler system 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. It must be audible for one-half mile.

- ◆ The sound-producing device requirements are:
 - Vessels less than 65.6 feet in length, which includes PWCs, 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.

Some sound signals that you should be familiar with are as follows.

Restricted Visibility

- One prolonged blast at intervals of not more than two minutes is the signal used by motorboats when underway.
- One prolonged plus two short blasts at intervals of not more than two minutes is the signal used by sailboats under sail alone.

Warning

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

Visual Distress Signals (VDSs)

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

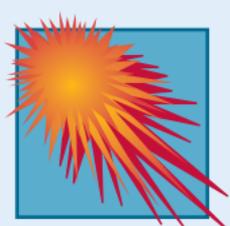
- ◆ Vessels used on coastal waters (see box about federally controlled waters on next page) must be equipped with visual distress signals that are U.S. Coast Guard–approved, in serviceable condition, and readily accessible.
- ◆ All vessels, regardless of length or type, are required to carry night signals when operating between sunset and sunrise. Most vessels must carry day signals also; exceptions to the requirement for day signals are:
 - Recreational vessels that are less than 16 feet in length
 - Non-motorized open sailboats that are less than 26 feet in length
 - Manually propelled vessels
- ◆ State requirements for VDSs do not apply on large, open waters inland from the coast that are not under federal control, but they are *strongly recommended*.
- ◆ If pyrotechnic VDSs are used, a minimum of three must be carried in the vessel. Pyrotechnic devices have an expiration date and may not be used after that date.
- ◆ The following combinations of signals are examples of VDSs that could be carried on board to satisfy U.S. Coast Guard requirements:
 - Three handheld red flares (day and night)
 - One handheld red flare and two red meteors (day and night)
 - One handheld orange smoke signal (day), two floating orange smoke signals (day), and one electric light (night only)
- ◆ It is prohibited to display visual distress signals while on the water unless assistance is required to prevent immediate or potential danger to persons on board.

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

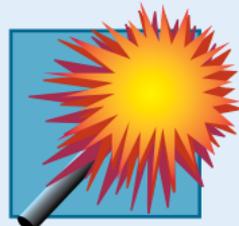
Pyrotechnic Visual Distress Signals



Orange Smoke
Day Signal

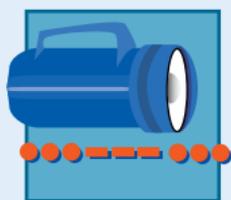


Red Meteor
Day and Night Signal



Red Flare
Day and Night Signal

Non-Pyrotechnic Visual Distress Signals



Electric Light
Night Signal



Orange Flag
Day Signal



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

Federally Controlled Waters

Vessels must observe federal requirements on these waters:

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

Other Equipment

Diver-Down Flag

- ◆ 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 operating at night, then 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.



Divers Flag

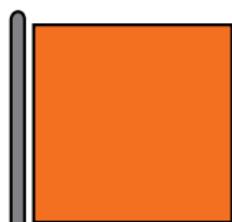
A rectangular red flag with a white diagonal stripe may be used to indicate the presence of a submerged diver in the area, but it does not meet the state and federal requirements for display.



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.

Skier Down Flag

- ◆ Washington law requires that vessels towing person(s) on water skis or similar devices 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 (PWCs designed to be operated by a towed person) must have a “skier down” flag attached to the PWC.



Skier Down Flag

A rectangular, brilliant orange or red flag, at least 12 x 12 inches and mounted on a pole at least 24 inches long

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

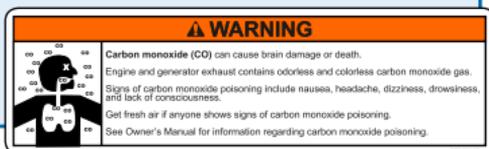
Washington law states that these dangerous operating practices are illegal.

- ◆ **Negligent Operation** is operating a vessel in a manner that causes danger to the life, limb, property, or 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 (pages 14-17)
 - 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
- ◆ **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, 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 (see page 8) 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 over-powered beyond the vessel's ability to be safely operated (see page 8). 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 a hazardous condition, the officer may direct the operator to return to shore and correct the condition before continuing the voyage.
- ◆ **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.
- This 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.

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.



- ◆ **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.

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 that will prevent or interfere with any other vessel passing through the same area.
- ◆ Moor or attach a vessel to a buoy (other than a mooring buoy), beacon, light, or any other navigational aid placed on public waters by proper authorities.
- ◆ Move, displace, tamper with, damage, or destroy any navigational aid.
- ◆ Obstruct a pier, wharf, boat ramp, or access to any facility.

Homeland Security Restrictions

- ◆ Violators of the restrictions below can expect a quick and severe response.
 - Do not approach within 100 yards and slow to minimum speed within 500 yards of any U.S. Naval vessel. If you need to pass within 100 yards of a U.S. Naval vessel for safe passage, you must contact the U.S. Naval 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

Washington law prohibits anyone from operating under the influence (OUI). This means operating any vessel while under the influence of intoxicating liquor or any drug.

- ◆ 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 grams or greater *or* ...
 - Is under the influence of or affected by alcohol and/or any drug.
- ◆ Washington law establishes the following penalties for operating under the influence (OUI).
 - A person convicted of OUI may be imprisoned in the county jail for up to 90 days, be fined up to \$1,000, or both. In addition, the court may order the defendant to pay restitution for any damages or injuries resulting from the offense.
 - 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.



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 \$500 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 ten days for all other accidents.
- ◆ Accident report forms are available from Washington State Parks and Recreation Commission and local law enforcement marine units.

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.

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.

Enforcement

- ◆ Washington State Parks rangers, Fish & Wildlife agents, 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 federally controlled waters.



photo courtesy of Washington State Parks

- ◆ 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.

Specifically for PWCs



There are additional legal requirements that apply specifically to the operation of PWCs on Washington waters.

Requirements Specific to PWCs

- ◆ Every person on board a PWC must wear a U.S. Coast Guard–approved life jacket (PFD). Inflatable life jackets are not recommended for persons riding PWCs.
- ◆ If the PWC is equipped with an ignition safety switch, the lanyard must be attached to the person, clothing, or life jacket of the operator. It is unlawful to remove or disable an ignition safety switch that was installed by the PWC manufacturer.
- ◆ PWCs 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 personal watercraft 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.

- ◆ PWCs 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 collision.
- Operate a PWC while under the influence of alcohol or drugs (see page 58).
- Chase, harass, or disturb wildlife, birds, or marine mammals.

Sharing Your PWC ... Safely!

You always should make sure that anyone operating your PWC understands his or her responsibilities. Let them know that they have the same responsibilities as any other vessel operator. Before allowing anyone to operate your PWC:

- ◆ Make sure that they meet the minimum age and education requirements for PWC operation.
- ◆ 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 ignition safety 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.
- ◆ Read more about safe operation of a PWC on pages 10 and 32-35.

Specifically for Skiing



Vessel operators towing a person(s) on water skis, aquaplane, kneeboard, tube, or a similar device have additional laws they must follow.

Requirements for Towing Skiers

- ◆ 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 (see page 54) 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 life jacket (PFD). Inflatable life jackets are not recommended 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 skis or other device, the vessel must be rated to carry at least the number of persons on board plus those being towed. You may not exceed the vessel’s safe carrying capacity.



The Environment and Your Vessel



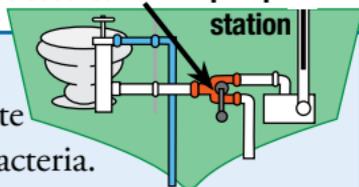
As a boater, it's your legal responsibility to help protect Washington's aquatic environment.

Discharge of Sewage and Waste

- ◆ Sewage discharged from vessels can pose environmental problems, especially in shallow bays and inlets.
- ◆ 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 port-a-potty.
- ◆ All installed MSDs must be U.S. Coast Guard-certified.

"Y" valve must be secured

Drainage to pump-out station



Types of MSDs

- ◆ Types I and II MSDs treat waste with special chemicals to kill bacteria. When in waters where 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 should be taken ashore and disposed of in a pump-out station or onshore toilet.
- ◆ If you have treated sewage, flush in deep water and avoid flushing in small bays, in marinas, or near shellfish beds.
 - ◆ Use pump-out stations. Find pump-out locations on the maps on pages 69-77 or call **(360) 902-8844**.

Discharge of Oil and Other Hazardous Substances

- ◆ It is illegal to discharge oil or hazardous substances, or anything else, into state or federally controlled waters.
- ◆ 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.
- ◆ On federally controlled waters, vessels 26 feet or longer must display a 5 x 8-inch placard near the machinery space or at the bilge pump switch, stating the Federal Water Pollution Control Act.



- ◆ If your vessel discharges oil or hazardous substances into the water, Washington law requires that you immediately call both of these spill emergency agencies (24 hours a day, 7 days a week):
 - The U.S. Coast Guard 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 www.ecy.wa.gov/programs/spills/spills.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" paint (silicon- or teflon-based) or non-abative (copper-based) antifouling paint.

Discharge of Trash

- ◆ It is illegal to dump refuse, garbage, or plastics into 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 ft. or longer. It must notify passengers and crew about 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 De Sales 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.

It is illegal for any vessel to dump plastic trash anywhere in the ocean or navigable waters of the United States. Annex V of the MARPOL TREATY is a new International Law for a cleaner, safer marine environment. Each violation of these requirements may result in civil penalty up to \$25,000, a fine up to \$50,000, and imprisonment up to 5 years.

U.S. lakes, rivers, bays, sounds, and 3 miles from shore

ILLEGAL TO DUMP:	Garbage	3 to 12 miles	
Plastic	Metal	ILLEGAL TO DUMP:	
Paper	Crockery	Plastic	
Rags	Dunnage	Dunnage (lining & packing materials that float)	
Glass		Also, if not ground to less than one inch:	
Food		Garbage Metal	12 to 25 miles
		Paper Crockery	ILLEGAL TO DUMP:
		Rags Food	Plastic
		Glass	Dunnage (lining & packing materials that float)

Outside 25 miles
ILLEGAL TO DUMP:
Plastic

State and local regulations may further restrict the disposal of garbage

Working together we can all make a difference!



Help Protect Marine Mammals

To protect marine mammals, boaters should follow these guidelines.

- Do not approach marine mammals closer than 100 yards.
- Do not separate mothers from their offspring.
- Approach whales slowly from the side; travel parallel to them and at the same speed as the slowest animals.
- For more information, call

WA: 1-800-562-8832, BC: 250-756-7253

Waste Management Plan

- ◆ Federal law requires ocean-going 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 of sewage and hazardous substances
 - Discharging of garbage and other food waste
 - Disposing of plastics, bottles, and cans
 - Reading applicable placards for additional information
 - Advising the captain in case of oil or diesel spills

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

The introductions of non-native species into Washington waters have hurt many of our native species and have caused environmental, economic and recreational damage. There are several species, such as Zebra/Quagga mussels, not currently in Washington, which would have devastating effects if they were to enter our waters. Hitching a ride on vessels and trailers is the most common way that ANS/AIS are spread. In Washington it is illegal to transport or spread ANS/AIS!

Clean your vessel between uses, especially if it has been used in another state. Wash the vessel, trailer, any holds and engine with hot (140 degree or greater) water. When leaving a lake or river, remove all plants and animals from the vessel and trailer, and drain all water from fish/live wells, holds, and bilge.

For more information on ANS/AIS visit wdfw.wa.gov/enforcement, 100thmeridian.org, www.anstaskforce.gov/soc.php, www.anstaskforce.gov/soc.php, www.news.cornell.edu/releases/Jan99/species_costs.html, or wdfw.wa.gov/fish/ans/index.htm, or call 1-877-STOP-ANS (1-877-786-7267).



Washington State Pump-Out Locations

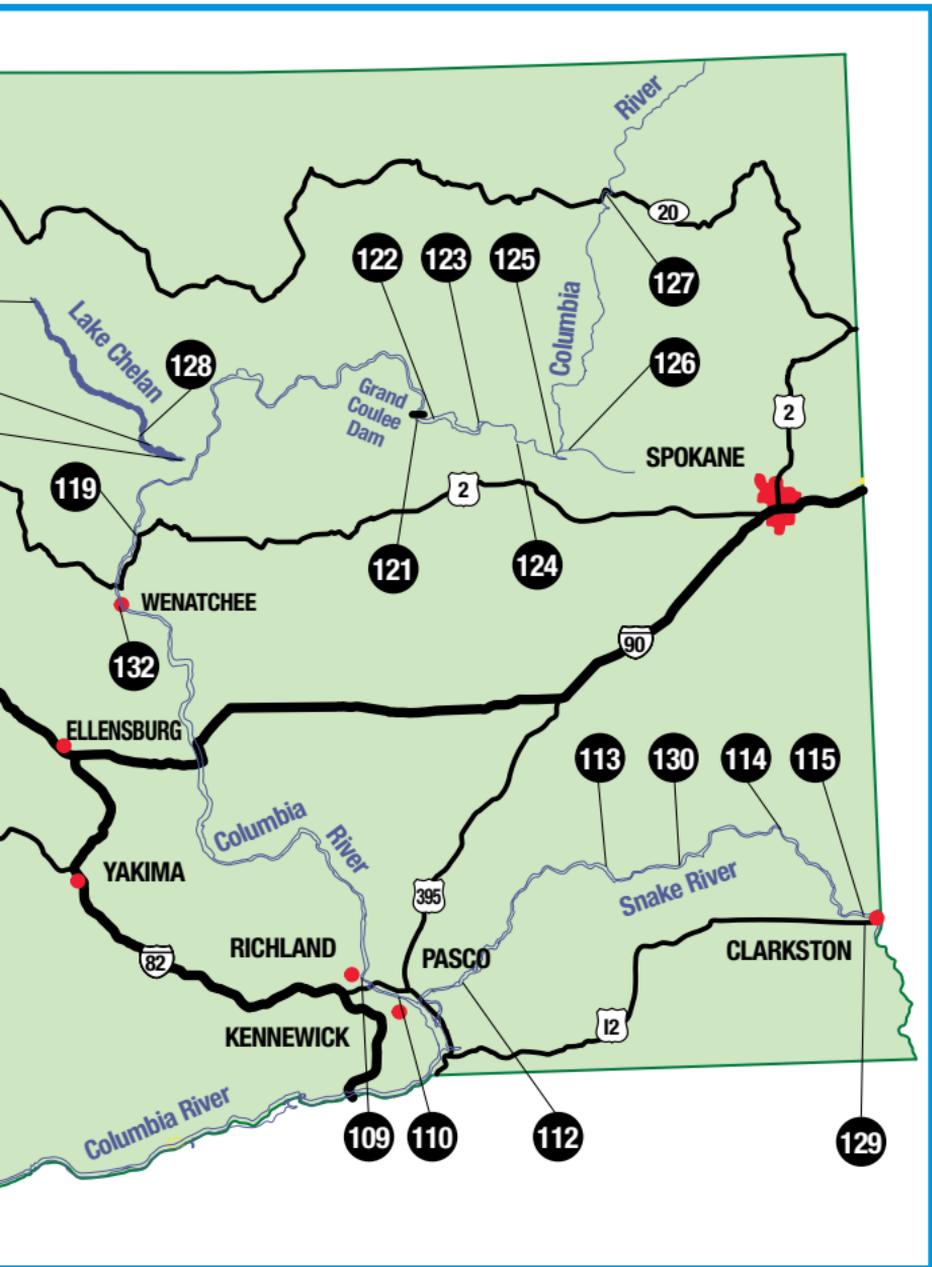
◆ Washington State (see map on next page)

	Marina	Latitude DMD	Longitude DMD	Phone
16	Port of Neah Bay, Makah Marina	48°22.08'	124°36.70'	360-645-3015
17	Port Angeles Boat Haven	48°07.63'	123°27.15'	360-457-4505
101	Westport Marina	46°54.53'	124°06.37'	360-268-9665
102	Port of Peninsula/ Nahcotta Boat Basin	46°30.08'	124°01.63'	360-665-4547
103	Port of Ilwaco	46°18.08'	124°02.43'	360-642-3143
104	Elochoman Slough Marina	46°12.52'	123°23.32'	360-795-3501
105	Quileute Tribal Marina	47°54.70'	124°38.27'	360-374-6163
106	Port of Kalama Marina	46°00.58'	122°51.00'	360-673-2325
107	Steamboat Landing Marina	45°37.32'	122°40.67'	360-254-1000
108	Port of Camas/Washougal	45°34.62'	122°22.98'	360-835-2196
109	Columbia Point Park	46°15.85'	119°15.05'	509-943-7526
110	Port of Kennewick	46°13.12'	119°06.78'	509-586-1186
112	Charbonneau Park	46°15.55'	118°50.87'	509-545-1573
113	Lyon's Ferry Marina	46°35.28'	118°13.32'	509-399-2001
114	Boyer Park & Marina	46°42.08'	117°28.48'	509-397-3208
115	Hell's Canyon Resort	46°25.35'	117°04.42'	509-758-6963
116	Stehekin Landing	48°18.57'	120°39.55'	509-682-2549
117	Old Mill Park, Manson Parks	47°53.00'	120°09.63'	509-687-9635
118	Lakeshore Marina and Park	47°50.43'	120°01.32'	509-682-8029
119	Orondo Park - Port of Douglas County	47°39.47'	120°12.98'	509-784-2556
121	Spring Canyon	47°55.97'	118°55.83'	509-633-9188
122	Keller's Ferry Marina	47°55.65'	118°41.78'	509-647-5755
123	Hansen Harbor	47°57.72'	118°58.72'	509-633-9441
124	Ten Mile	47°55.42'	118°36.10'	509-633-9441
125	Seven Bays Marina	47°50.85'	118°20.57'	509-725-1676
126	Two Rivers Marina	47°54.32'	118°19.22'	509-722-4029
127	Kettle Falls Marina	48°35.95'	118°07.50'	509-738-2120
128	Manson Bay, Manson Parks	47°53.12'	120°09.77'	509-687-9635
129	Chief Timothy Park	46°24.95'	117°11.78'	509-758-9580
130	Central Ferry Park	46°37.68'	117°48.88'	509-758-8613
131	Beacon Rock State Park	45°37.33'	122°01.15'	509-427-8265
132	Lincoln Rock State Park	47°32.57'	120°16.98'	509-884-8702

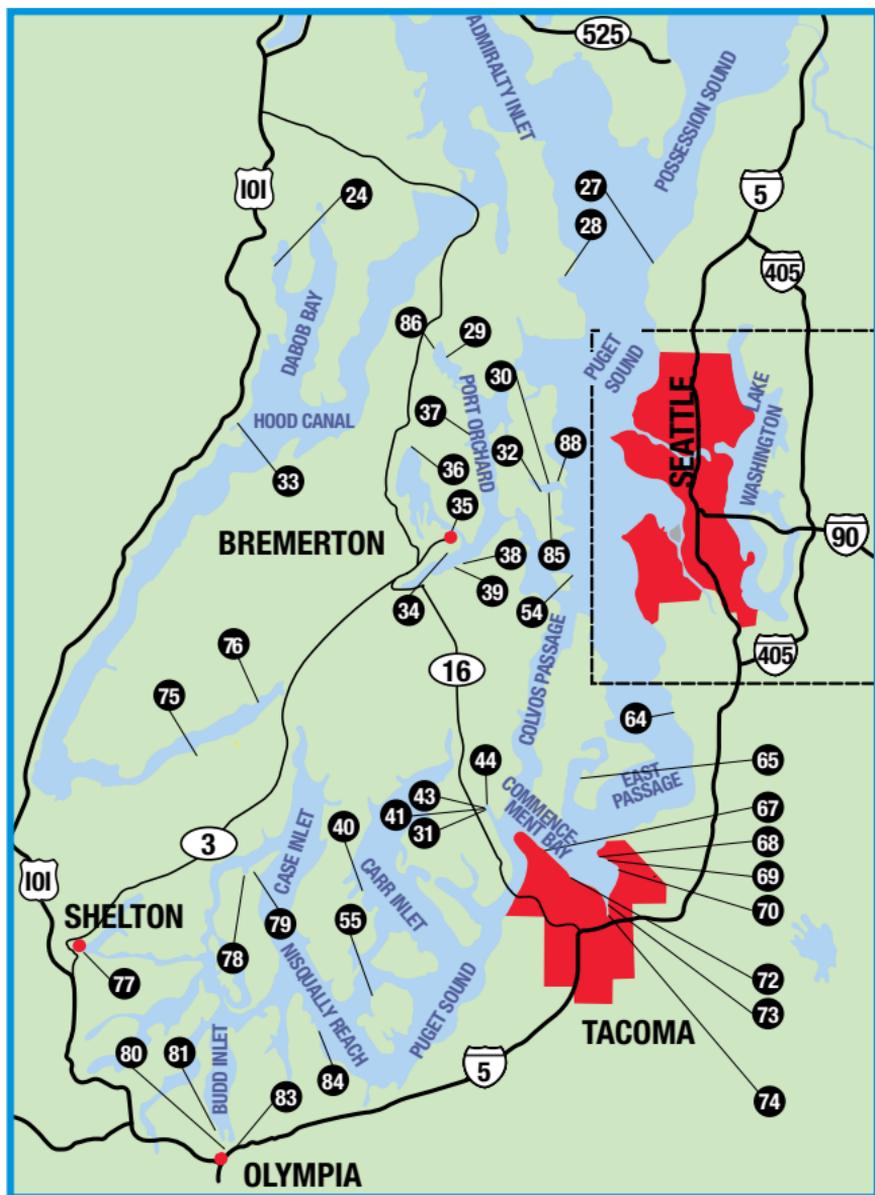
◆ Washington State Pump-Out Locations



The maps provided in this handbook are only reference/informational publications. The marina locations are not based on Global Positioning System (GPS). If you find incorrect information, please contact the Boating Programs Office at 360-902-8844 or boating@parks.wa.gov.



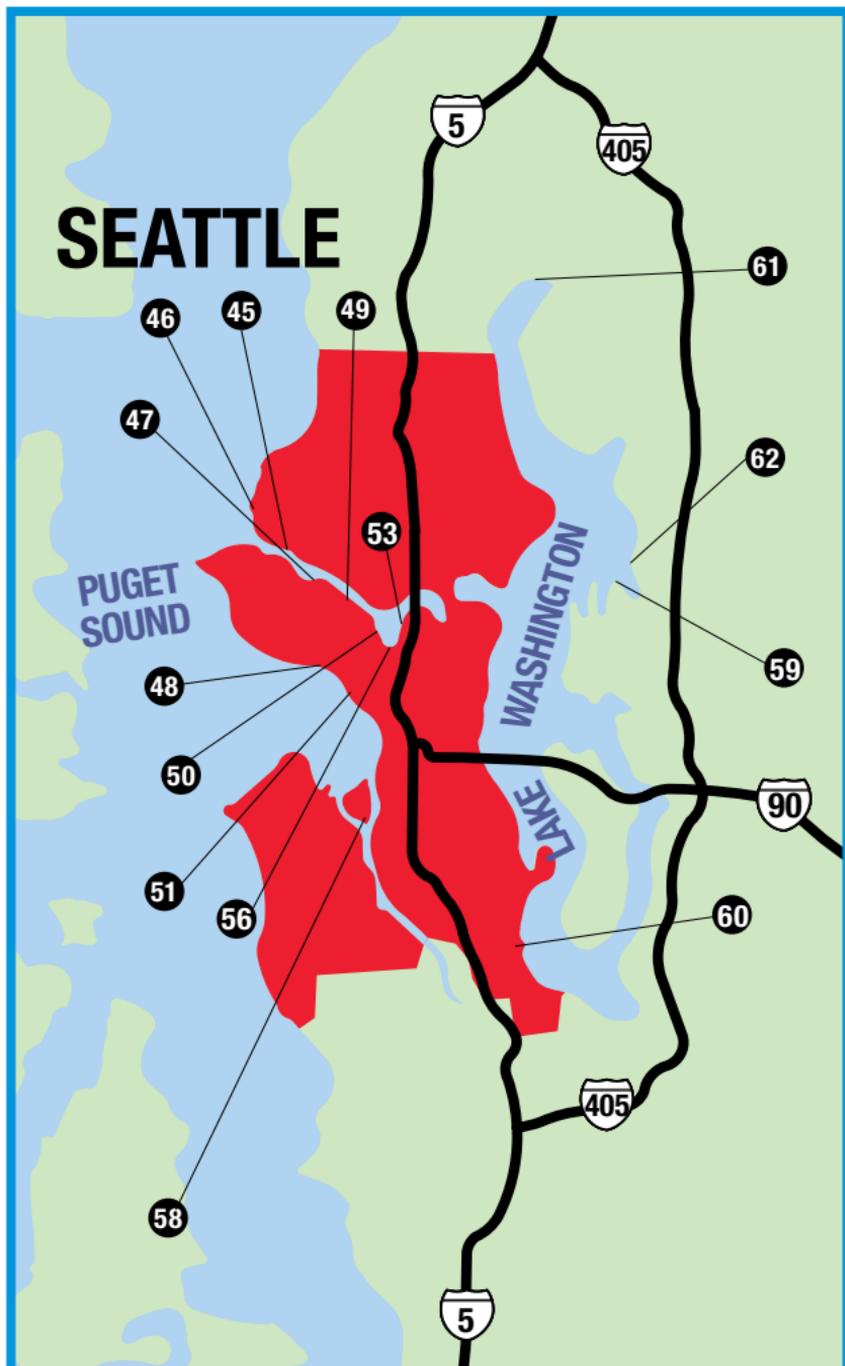
◆ Central/Southern Puget Sound Pump-Out Locations



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	Marina	Latitude DMD	Longitude DMD	Phone
24	Quilcene Boat Haven	47°48.12'	122°51.97'	360-765-3131
27	Port of Edmonds	47°48.60'	122°23.52'	425-774-0549
28	Port of Kingston	47°47.63'	122°29.97'	360-297-3545
29	Liberty Bay Marina	47°43.45'	122°38.63'	360-779-7762
30	City of Bainbridge Island Eagle Harbor Waterfront Park	47°37.25'	122°31.17'	206-842-7633
31	Gig Harbor	47°20.12'	122°35.22'	253-858-3535
32	Eagle Harbor Marina	47°37.05'	122°30.83'	206-842-4003
33	Pleasant Harbor Marina	47°39.70'	122°54.93'	360-796-4611
34	Bremerton Marina-Port of Bremerton	47°33.80'	122°37.35'	360-674-2381
35	Port Washington Marina	47°34.77'	122°38.65'	360-479-3037
36	Port of Silverdale	47°38.50'	122°41.68'	360-698-4918
37	Port of Brownsville	47°38.97'	122°36.77'	360-692-5498
38	Port Orchard Marina	47°32.70'	122°38.40'	360-876-5535
39	Port Orchard Marine Railway	47°32.48'	122°38.72'	360-876-2522
40	Penrose Point State Park	47°15.48'	122°45.25'	253-884-2514
41	Arabella's Landing Marina	47°20.05'	122°35.00'	253-851-1793
43	Jeresich City Dock	47°19.90'	122°34.77'	253-851-8145
44	Murphy's Landing Marina	47°20.22'	122°35.32'	253-851-3093
54	Blake Island State Park	47°32.62'	122°29.00'	360-731-8330
55	Oro Bay Properties	47°08.13'	122°42.17'	206-884-2970
64	City of Des Moines Marina	47°24.10'	122°19.97'	206-824-5700
65	Dockton Park	47°22.37'	122°27.28'	206-463-2947
67	Breakwater Marina, Inc.	47°18.45'	122°30.80'	253-752-6663
68	Tyee Marina	47°17.70'	122°25.47'	253-383-5321
69	Crow's Nest Marina	47°17.62'	122°25.23'	253-272-2827
70	Chinook Landing Marina	47°16.83'	122°24.15'	253-627-7676
72	Foss Waterway Marina	47°15.38'	122°26.07'	253-272-4404
73	Pick's Cove Marine Center	47°14.63'	122°25.92'	253-572-3625
74	Totem Moorage	47°15.45'	122°26.12'	253-272-4404
75	Twanoh State Park	47°22.82'	122°58.50'	360-275-2222
76	Port of Allyn, NorthShore Dock	47°25.15'	122°54.18'	360-275-2430
77	Port of Shelton - Shelton Yacht Club	47°12.87'	123°05.05'	360-427-9476
78	Jarrell's Cove Marina	47°17.05'	122°53.20'	360-426-8823
79	Jarrell Cove State Park	47°16.88'	122°53.27'	360-426-9226
80	Percival Landing Park	47°02.92'	122°54.32'	360-753-8382
81	Westbay Marina	47°03.93'	122°54.78'	360-943-2080
83	Port of Olympia - Swantown Marina	47°03.52'	122°53.77'	360-528-8049
84	Zittel's Marina	47°09.93'	122°48.47'	360-459-1950
85	Winslow Warf Marina	47°37.30'	122°30.30'	206-842-4202
86	Port of Poulsbo Marina	47°43.97'	122°39.87'	360-779-3505
88	Harbour Marina	47°37.42'	122°31.62'	206-842-6502

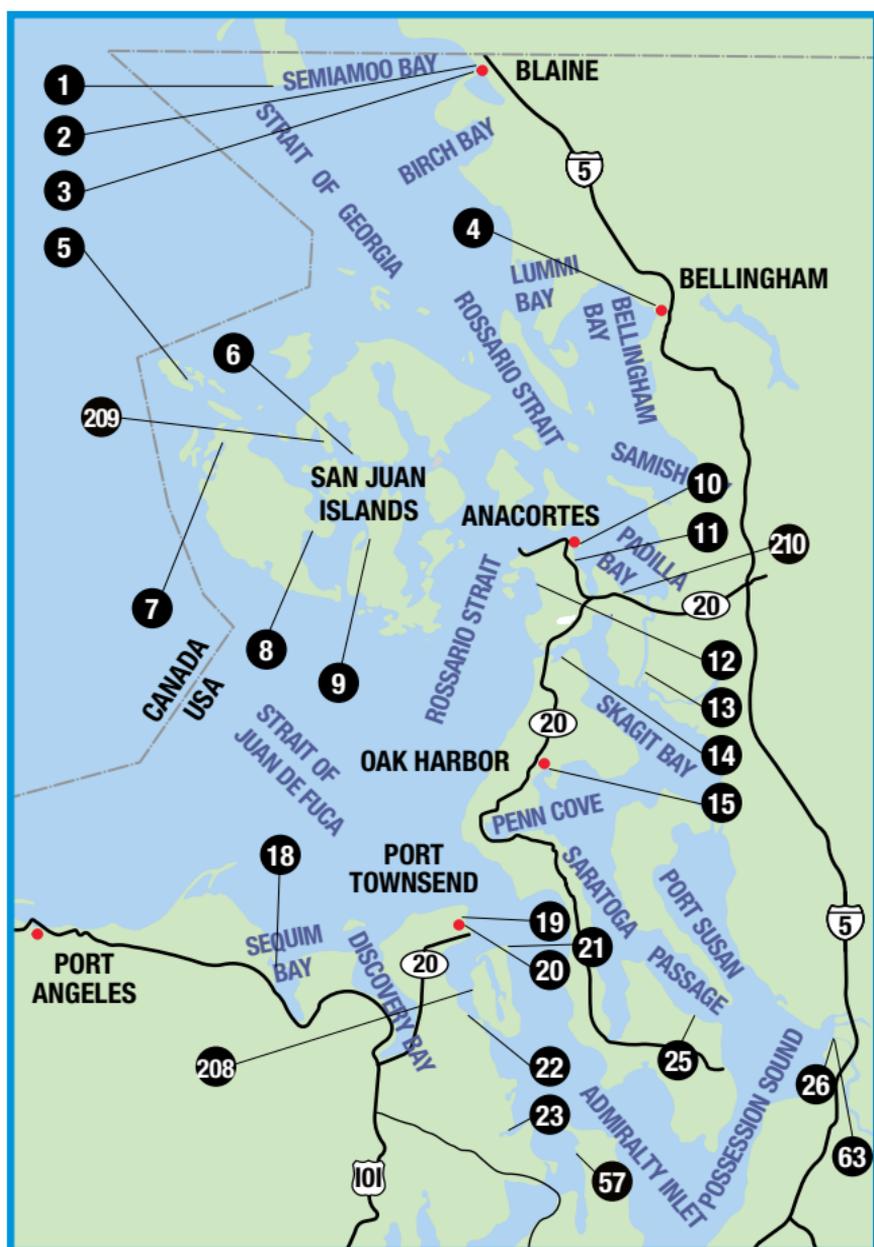
◆ Seattle Area Pump-Out Locations



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	Marina	Latitude DMD	Longitude DMD	Phone
45	Ballard Mill Marina	47°39.73'	122°22.97'	206-789-4777
46	Shilshole Bay Marina	47°40.55'	122°24.77'	206-728-3006
47	Fishermen's Terminal - Port of Seattle	47°39.55'	122°22.65'	206-728-3395
48	Elliott Bay Marina	47°37.60'	122°23.52'	206-285-4817
49	Canal marina	47°39.20'	122°21.75'	206-282-6767
50	Morrison's North Star Fuel Dock/Berg's Marina	47°38.68'	122°20.63'	206-284-6600
51	Port of Seattle - Bell Harbor Marina	47°36.52'	122°20.80'	206-615-3952
53	Fairview Marina	47°37.90'	122°19.85'	888-673-1118
56	Center for Wooden Boats	47°37.70'	122°20.15'	206-382-2699
58	Harbor Island Marina - Port of Seattle	47°34.12'	122°20.95'	206-728-3006
59	Yarrow Bay Marina	47°39.40'	122°12.92'	425-822-6066
60	Parkshore Marina	47°31.53'	122°15.13'	206-725-3330
61	Harbour Village Marina	47°45.33'	122°15.80'	425-485-7557
62	Carillon Point Marina	47°39.35'	122°12.57'	425-822-1700

◆ Northern Puget Sound Pump-Out Locations



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	Marina	Latitude DMD	Longitude DMD	Phone
1	Point Roberts Marina	48°58.35'	123°03.77'	360-945-2255
2	Blaine Harbor-Port of Bellingham	48°59.43'	122°45.93'	360-647-6176
3	Semiahmoo Marina	48°59.37'	122°46.03'	360-371-0440
4	Squalicum Harbor-Port of Bellingham	48°45.22'	122°30.48'	360-676-2542
5	Stuart Island State Park/ Reid Harbor & Prevost Harbor Marine Parks	48°40.50'	123°12.00'	360-378-2044
6	West Sound Marina	48°37.77'	122°57.60'	360-376-2314
7	Roche Harbor Resort	48°36.72'	123°09.42'	800-451-8910
8	Port of Friday Harbor Marina	48°32.35'	123°00.80'	360-378-2688
9	Islands Marine Center	48°30.92'	122°54.93'	360-468-3377
10	Port of Anacortes - Cap Sante Boat Haven	48°30.65'	122°36.22'	360-293-0694
11	Marine Service Center	48°30.10'	122°36.03'	360-293-8200
12	Skyline Marina	48°29.30'	122°40.62'	360-293-5134
13	La Conner Marina	48°24.07'	122°29.80'	360-466-3118
14	Deception Pass State Park	48°24.10'	122°37.50'	360-675-2417
15	Oak Harbor Marina	48°17.20'	122°38.05'	360-679-2628
18	John Wayne Marina	48°03.93'	123°02.38'	360-417-3440
19	Point Hudson Marina	48°06.95'	122°44.97'	360-385-2828
20	Port Townsend Boat Haven	48°06.43'	122°46.20'	360-385-2355
21	Fort Flagler	48°05.73'	122°41.27'	360-385-1259
22	Port Hadlock Marina	48°01.90'	122°44.72'	360-385-6368
23	Port Ludlow Bay Marina	47°55.28'	122°41.13'	360-437-0513
25	Langley Small Boat Harbor	48°02.30'	122°24.18'	360-221-4247
26	Port of Everett Marine Park & Boat Ramp	47°59.87'	122°13.43'	425-259-6001
57	Driftwood Keys Club	47°54.43'	122°35.18'	360-638-2077
63	Port of Everett Marina	47°59.85'	122°13.43'	425-259-6001
208	Mystery Bay State Park	48°03.45'	122°41.70'	360-379-1124
209	Deer Harbor Marina	48°37.32'	123°00.35'	360-376-3037
210	Twin Bridges Marina	48°27.83'	122°30.40'	360-466-1443

Washington State Parks Moorage Permits

Moorage Permit Fees

- ◆ The following fees are charged year-round for mooring at docks, floats, and buoys from 1 pm to 8 am.
 - Daily: 50¢ per foot, \$10 per night minimum for mooring at docks and floats
 - Nightly: \$10 per night for moorage buoys
 - Annually: \$3.50 per foot with a minimum of \$50
- ◆ Temporary moorage is allowed for up to 30 minutes.
- ◆ Check-out time is 8 am.



photo 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 www.parks.wa.gov or at the following locations:
 - Northwest Region Headquarters
220 North Walnut St., Burlington, WA 98233
 - Puget Sound Region Headquarters
2840 Riverwalk Drive S.E., Auburn, WA 98002
 - Washington State Parks Headquarters
7150 Cleanwater Drive S.W., Olympia, WA 98504
 - 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 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.
- ◆ 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!



Boaters' Reference

Washington State Parks and Recreation Commission

Boating Programs	www.parks.wa.gov/boating	360-586-6592
Clean Vessel Program		360-586-6600
Information Center		360-902-8844
Moorage Permits		360-902-8844

Vessel Registration and Titling

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

Vessel Trailing/Hauling Regulations

Washington Dept. of Transp.	www.wsdot.wa.gov/commercialvehicle	360-704-6340
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Other Boating Contacts

Puget Soundkeeper Alliance	www.pugetsoundkeeper.org	206-297-7002
U.S. Coast Guard (USCG)	www.uscgboating.org	206-217-6232
13th Coast Guard District	www.uscg.mil/d13/	1-800-368-5647
U.S. Coast Guard Auxiliary	www.cgaux.org	206-220-7257
U.S. Power Squadrons	www.usps.org	1-888-367-8777
National Safe Boating Council	www.safeboatingcouncil.org	
Recreational Boating Association of Washington	www.rbaw.org	
Washington Boating Safety Officers Association	www.boatwashington.org	
Oregon State Marine Board	www.boatoregon.com	
Northwest Marine Trade Association	www.nmta.net	

Other Environmental Organizations

Help Protect Marine Mammals:		
Washington		1-800-562-8832
British Columbia		250-756-7253
Ocean Conservancy	202-429-5609	or toll-free 1-800-519-1541
USCG National Response Center		1-800-424-8802
Department of Ecology:		
Hazardous Waste Hotline		1-800-633-7585
Recycling Hotline		1-800-RECYCLE (732-9253)
Emergencies, Oiled Birds, Etc.		360-407-6300
National Marine Fisheries Service:		
Marine Mammal Strandings		1-800-853-1964
Whale Hotline		1-800-562-8832
Office of the Interagency Committee		www.iac.wa.gov
National Oceanic and Atmospheric Administration		www.noaa.gov
National Weather Service		www.nws.noaa.gov
Washington Department of Fish and Wildlife		www.wdfw.wa.gov
Washington State Dept. of Natural Resources		www.dnr.wa.gov

Shellfish Advisory

Paralytic Shellfish Poisoning (Red Tide) Hotline		1-800-562-5632
Department of Health		360-236-3330

GET AHEAD OF THE CLASS!
PASS THE COURSE, GET THE CARD!

WASHINGTON STATE BOATER
EDUCATION CARD



MARLIN S. PIKE
1234 STARBOARD STREET
CABIN 567
ANCHOR, WA 99101

Boater EC Number 0000001

Date of Issue
08-15-2006

Sex
M

Eyes
BLU

Hair
BRW

Date of Birth
07-04-1976



For more information, visit online
at www.parks.wa.gov/boating or contact:
Information Center
(360) 902-8844
infocenter@parks.wa.gov

Washington State
Parks and Recreation Commission



P.O. Box 42650
Olympia, WA 98504-2650
(360) 902-8500 • TDD (360) 664-3133
www.parks.wa.gov

Commission members:

Mickey Fearn Joe Tallier
Fred Olson Joan Thomas
Bob Petersen Cecilia Vogt
Ellior Scull
Agency Director: Rex Deer

*All Washington state parks are developed and maintained
for the enjoyment of all people, regardless of age, sex, creed,
ethnic origin or physical limitation.*

To request this brochure in an alternative format, call the Boating
Programs at (360) 902-8844 or the Telephone Device for the Deaf
at (360) 664-3133.