

REQUIRED EQUIPMENT

General Information

Recreational vessels are required to carry specified safety equipment, which may vary according to type of propulsion, type of construction, area and time of use, and number of people aboard. Unless otherwise noted, all required equipment must be:

- Coast Guard-approved
- Kept in good, serviceable condition
- Readily accessible
- Of the proper type and/or size
- Appropriate for the intended activity

Recreational vessels may carry extra equipment that is not Coast Guard-approved, provided that minimum requirements for approved equipment are satisfied. For equipment purposes, sailboats, canoes, rowboats and inflatable rafts equipped with motors are considered to be “motorboats.” Requirements vary considerably for commercial vessels and vessels engaged in racing.

Note: For a list of recommended additional equipment, see the chart on page 45.

» A life jacket can save your life, but only if you wear it!



Sailboats and Manually Propelled Vessels

Life jackets: Vessels less than 16 feet in length and all canoes and kayaks, regardless of length, must carry one wearable Coast Guard-approved life jacket of a type and size appropriate for the conditions and the boating activity being engaged in for each person on board. Life jackets must be readily accessible and fit the intended wearer properly.

Vessels 16 feet and over, except canoes and kayaks, must have one wearable Coast Guard-approved life jacket of a type and size appropriate for the conditions and the boating activity being engaged in for each person aboard, plus at least one Type IV throwable flotation device. The throwable device must be kept where it is immediately available. Life jackets must be readily accessible and fit the intended wearer properly.

Note: A type V life jacket must be worn to be considered readily accessible.

Navigation Lights: All vessels are required to display navigation lights between sunset and sunrise and during times of restricted visibility.

In inland and international waters, sailing vessels under sail alone shall exhibit navigation lights shown on page 40. The tricolored lantern and the all-round green and red lights should never be used together.

A sailing vessel of less than 23 feet (7 meters) in length shall, if practicable, exhibit those lights prescribed or have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision. A vessel under oars may display those lights prescribed for sailing vessels or have ready at hand an electric torch or lighted lantern showing a white light, which shall be exhibited in sufficient time to prevent collision.

Sound Signaling Devices: A vessel of less than 39 feet 4 inches (12 meters) is not required to carry a whistle or bell, but must be able to provide some other means of making an efficient sound signal.

Visual Distress Signals (Coastal Waters Only): Boats less than 16 feet; manually propelled craft of any size; sailboats under 26 feet of completely open construction and not equipped with propulsion machinery; and boats competing in an organized marine parade, regatta, race, or similar event are only required between sunset and sunrise to carry aboard devices that are suitable for night use (see page 44).

Motorboats Less Than 16 Feet in Length

Life jackets: One wearable Coast Guard-approved life jacket of a type and size appropriate for the conditions and the boating activity being engaged in must be carried for each person on board. Life jackets must be readily accessible and fit the intended wearer properly. *Note: A type V life jacket must be worn to be considered readily accessible.*

Fire Extinguisher: One Type B-I Coast Guard-approved fire extinguisher must be carried when no fixed fire extinguishing system is installed in machinery spaces. Extinguishers are not required for outboard motorboats less than 26 feet in length and of open construction. No portable extinguishers are required if an approved, fixed fire extinguishing system is installed in machinery spaces.

Backfire Flame Arrestor: A Coast Guard-approved backfire flame arrestor is required for inboard gasoline motors that are not exposed to the atmosphere above the gunwale level.

Muffling System: An effective muffling system is required for the exhaust of each internal combustion engine. Unmodified outboards usually meet legal requirements (see page 37).

Ventilation System: See page 38.

Sound Signaling Devices: A vessel of less than 39 feet 4 inches (12 meters) must be able to provide a means of making an efficient sound signal, but is not required to carry a whistle or bell.

Visual Distress Signals (Coastal Waters Only): Boats less than 16 feet of completely open construction and not equipped with propulsion machinery, and boats competing in an organized marine parade, regatta, race, or similar event are only required between sunset and sunrise to carry aboard devices that are suitable for night use (see page 44).

Navigation Lights: Navigation lights must be kept in serviceable condition and displayed between sunset and sunrise and at times of restricted visibility. For motorboats operating during these times, see page 40.

Motorboats 16 Feet to Less Than 26 Feet in Length

Life jackets: One wearable Coast Guard-approved life jacket of a type and size appropriate for the conditions and the boating activity being engaged in must be carried for each person aboard. Life jackets must be readily accessible and of an appropriate size for the intended wearer. In addition, the vessel must carry an approved Type IV throwable device, which should be immediately available.

Note: A type V life jacket must be worn to be considered readily accessible.

Fire Extinguisher: One Type B-I Coast Guard-approved fire extinguisher must be carried when no fixed fire extinguishing system is installed in machinery spaces. Extinguishers are not required for outboard motorboats less than 26 feet in length and of open construction. No portable extinguishers are required if an approved fixed fire extinguishing system is installed in machinery spaces.

Backfire Flame Arrestor: A Coast Guard-approved backfire flame arrestor is required for inboard gasoline motors that are not exposed to the atmosphere above the gunwale level.

Muffling System: An effective muffling system is required for the exhaust of each internal combustion engine. Unmodified outboards usually meet legal requirements (see page 37).

Ventilation System: See page 38.

Sound Signaling Devices: A vessel of less than 39 feet 4 inches (12 meters) must be able to provide a means of making an efficient sound signal, but is not required to carry a whistle or bell.

Visual Distress Signals (Coastal Waters Only): All boats 16 feet or more in length must carry devices aboard at all times. Boaters must carry *either*: (a) devices that are suitable for day use and devices suitable for night use; *or* (b) devices that can be used for both day and night use (see page 44).

Navigation Lights: Navigation lights must be kept in serviceable condition and displayed between sunset and sunrise and at times of restricted visibility. For motorboats operating during these times, see page 40.

CALIFORNIA BOATING ACCIDENT REPORT

CALIFORNIA STATE PARKS, DIVISION OF BOATING AND WATERWAYS

INFORMATION: OPERATOR #1

| | | | |
|---------------------------------|--|--|--|
| OPERATOR NAME, ADDRESS, PHONE # | IS OWNER DIFFERENT THAN OPERATOR? <input type="checkbox"/> YES <input type="checkbox"/> NO | OPERATOR EXPERIENCE | OPERATOR EDUCATION |
| OWNER NAME AND ADDRESS | | <input type="checkbox"/> UNDER 10 HOURS <input type="checkbox"/> 10 TO 100 HOURS <input type="checkbox"/> OVER 100 HOURS | <input type="checkbox"/> AMERICAN RED CROSS <input type="checkbox"/> USCG AUXILIARY <input type="checkbox"/> US POWER SQUADRON <input type="checkbox"/> STATE COURSE <input type="checkbox"/> INFORMAL <input type="checkbox"/> NONE <input type="checkbox"/> OTHER: _____ |

INFORMATION: VESSEL #1

(YOUR VESSEL)

| | | | | | | | | | | |
|---------------------------|---|-------------------------------------|---|--|--|--------------------|--|--|--|--|
| AGE | MARINARAMP LAUNCHED FROM: | | | | | | | | | |
| THIS VESSEL ONLY | # INJURED | # DEAD | ESTIMATED DAMAGE | RENTED BOAT <input type="checkbox"/> YES <input type="checkbox"/> NO | # OF PERSONS ON BOARD | # OF PERSONS TOWED | | | | |
| BOAT NUMBER (CF OR DOC #) | MFR. HULL ID # | YEAR BUILT | FIRE EXTINGUISHER USED <input type="checkbox"/> YES <input type="checkbox"/> NO | DEPTH (TRANS. TO KEEL) | BEAM WIDTH | LENGTH | | | | |
| BOAT MANUFACTURER | BOAT MODEL | SPEED AT TIME OF ACCIDENT _____ MPH | LIFE JACKETS ON BOARD <input type="checkbox"/> YES <input type="checkbox"/> NO | # OF ENGINES | LIFE JACKETS ACCESSIBLE <input type="checkbox"/> YES <input type="checkbox"/> NO | HORSE POWER | | | | |
| ACTIVITY | FIRE EXTINGUISHER ON BOARD <input type="checkbox"/> YES <input type="checkbox"/> NO | # ONBOARD | LIFE JACKETS ON BOARD <input type="checkbox"/> YES <input type="checkbox"/> NO | LIFE JACKETS ACCESSIBLE <input type="checkbox"/> YES <input type="checkbox"/> NO | LIFE JACKET'S WORN <input type="checkbox"/> YES <input type="checkbox"/> NO | | | | | |

| | | | | |
|---|---|--|---|---|
| TYPE OF BOAT | HULL MATERIAL | PROPULSION (select all that apply) | OPERATION AT TIME OF ACCIDENT | TYPE OF FUEL |
| <input type="checkbox"/> OPEN MOTORBOAT <input type="checkbox"/> CABIN MOTORBOAT <input type="checkbox"/> PERSONAL WATERCRAFT <input type="checkbox"/> HOUSEBOAT <input type="checkbox"/> PONTOON <input type="checkbox"/> INFLATABLE <input type="checkbox"/> SAILBOAT (aux. engine) <input type="checkbox"/> SAILBOAT (sail only) <input type="checkbox"/> CANOE/KAYAK <input type="checkbox"/> RAFT <input type="checkbox"/> ROWBOAT <input type="checkbox"/> AIRBOAT <input type="checkbox"/> OTHER (specify) _____ | <input type="checkbox"/> WOOD <input type="checkbox"/> ALUMINUM <input type="checkbox"/> FIBERGLASS <input type="checkbox"/> PLASTIC <input type="checkbox"/> RUBBER/VINYL/CANVAS <input type="checkbox"/> STEEL <input type="checkbox"/> OTHER (specify) _____ | <input type="checkbox"/> PROPELLER <input type="checkbox"/> SAIL <input type="checkbox"/> MANUAL <input type="checkbox"/> WATER JET <input type="checkbox"/> AIR THRUST <input type="checkbox"/> OTHER (describe) _____ | <input type="checkbox"/> CRUISING <input type="checkbox"/> CHANGING DIRECTION <input type="checkbox"/> CHANGING SPEED <input type="checkbox"/> TOWING SKIER/TUBER <input type="checkbox"/> TOWING SKIER - SKIER DOWN <input type="checkbox"/> TOWING ANOTHER VESSEL <input type="checkbox"/> BEING TOWED BY ANOTHER VESSEL <input type="checkbox"/> DRIFTING <input type="checkbox"/> AT ANCHOR <input type="checkbox"/> TIED TO DOCK <input type="checkbox"/> LAUNCHING <input type="checkbox"/> DOCKING/LEAVING DOCK <input type="checkbox"/> SAILING <input type="checkbox"/> OTHER (specify) _____ | <input type="checkbox"/> GAS <input type="checkbox"/> DIESEL <input type="checkbox"/> ELECTRIC <input type="checkbox"/> OTHER: _____ |
| TOTAL HORSEPOWER: _____ HP | | | | |

INFORMATION: OPERATOR #2

CALIFORNIA BOATING ACCIDENT REPORT

CALIFORNIA STATE PARKS, DIVISION OF BOATING AND WATERWAYS

The operator of every recreational vessel is required by Section 656 of the Harbors and Navigation Code to file a written report whenever a boating accident occurs which results in death, disappearance, injury that requires medical attention beyond first aid, total property damage in excess of \$500, or complete loss of a vessel. Reports must be submitted within 48 hours in case of death occurring within 24 hours of an accident, disappearance, or injury beyond first aid. All other reports must be submitted within 10 days of the accident. Reports are to be submitted to California State Parks, Division of Boating and Waterways, Accident Unit at P. O. Box 942896, Sacramento, California 94296-0001, (916) 327-1826. Failure to submit this report as required is a misdemeanor and is punishable by a fine not to exceed \$1000 or imprisonment not to exceed 6 months or both.

| | | | | | | | |
|---|--------|--|--|--|-------|---|----------------------|
| DATE OF ACCIDENT (MD/Y) | | TIME OF ACCIDENT | | COUNTY | STATE | BODY OF WATER | NEAREST CITY OR TOWN |
| | | <input type="checkbox"/> AM <input type="checkbox"/> PM | | | | | |
| LOCATION ON WATER | | | | | | | |
| LATITUDE/LONGITUDE ACCIDENT OCCURRED: | | | | W | | | |
| N | | | | AGENCY NAME | | | |
| # INJURED | # DEAD | TOTAL \$\$ | | LAW ENFORCEMENT ON ACCIDENT SCENE? | | | |
| | | | | <input type="checkbox"/> YES <input type="checkbox"/> NO | | | |
| TEMPERATURE | | WATER CONDITIONS | | WIND CONDITIONS | | WEATHER FORECAST | |
| WATER | | <input type="checkbox"/> CALM (Waves less than 6") <input type="checkbox"/> CHOPPY (Waves 6'-2') <input type="checkbox"/> ROUGH (Waves 2'-6') <input type="checkbox"/> VERY ROUGH (Waves >6') | | <input type="checkbox"/> NONE <input type="checkbox"/> LIGHT (0-6 MPH) <input type="checkbox"/> MODERATE (7-14 MPH) <input type="checkbox"/> STRONG (15-25 MPH) <input type="checkbox"/> STORM (OVER 25 MPH) | | AVAILABLE BEFORE VOYAGE <input type="checkbox"/> YES <input type="checkbox"/> NO DURING VOYAGE <input type="checkbox"/> YES <input type="checkbox"/> NO AFTER VOYAGE <input type="checkbox"/> YES <input type="checkbox"/> NO USED BEFORE VOYAGE <input type="checkbox"/> YES <input type="checkbox"/> NO DURING VOYAGE <input type="checkbox"/> YES <input type="checkbox"/> NO AFTER VOYAGE <input type="checkbox"/> YES <input type="checkbox"/> NO | |
| WEATHER (CHECK ALL THAT APPLY) | | | | | | VISIBILITY | |
| <input type="checkbox"/> CAPSIZING <input type="checkbox"/> CLOUDY <input type="checkbox"/> FOG <input type="checkbox"/> RAIN <input type="checkbox"/> SNOW <input type="checkbox"/> HAZY | | | | | | <input type="checkbox"/> GOOD <input type="checkbox"/> FAIR <input type="checkbox"/> POOR STRONG CURRENT <input type="checkbox"/> YES <input type="checkbox"/> NO | |
| TYPE OF ACCIDENT (CHECK ALL THAT APPLY) | | | | CAUSE OF ACCIDENT (CHECK ALL THAT APPLY) | | | |
| <input type="checkbox"/> CAPSIZING <input type="checkbox"/> COLLISION WITH VESSEL <input type="checkbox"/> COLLISION WITH FIXED OBJECT <input type="checkbox"/> COLLISION WITH FLOATING OBJECT <input type="checkbox"/> FALL OVERBOARD <input type="checkbox"/> FALL IN BOAT <input type="checkbox"/> GROUNDING <input type="checkbox"/> FIRE/EXPLOSION (fuel) <input type="checkbox"/> FIRE/EXPLOSION (other than fuel) <input type="checkbox"/> FLOODING/SWAMPING <input type="checkbox"/> SINKING <input type="checkbox"/> STRUCK BY BOAT/PROPELLER <input type="checkbox"/> SKIER MISHAP <input type="checkbox"/> OTHER: _____ | | | | <input type="checkbox"/> #1 #2 <input type="checkbox"/> IMPROPER LOOKOUT/INATTENTION <input type="checkbox"/> OPERATOR INEXPERIENCE <input type="checkbox"/> EXCESSIVE SPEED <input type="checkbox"/> MACHINERY FAILURE (DESCRIBE): _____ <input type="checkbox"/> IMPROPER LOADING <input type="checkbox"/> OVERLOADING <input type="checkbox"/> EQUIPMENT FAILURE (DESCRIBE): _____ <input type="checkbox"/> HAZARDOUS WEATHER/WATER <input type="checkbox"/> RESTRICTED VERSION <input type="checkbox"/> IGNITION OF SPILLED FUEL/VAPOR <input type="checkbox"/> IMPROPER ANCHORING <input type="checkbox"/> OFF-THROTTLE STEERING INABILITY <input type="checkbox"/> FAILURE TO VENT <input type="checkbox"/> OTHER: _____ | | | |
| ACTIVITY AT TIME OF ACCIDENT | | | | ACTIVITY AT TIME OF ACCIDENT | | | |
| <input type="checkbox"/> #1 #2 <input type="checkbox"/> WATER SKIING <input type="checkbox"/> WAKE BOARDING <input type="checkbox"/> TUBING <input type="checkbox"/> FISHING <input type="checkbox"/> RACING <input type="checkbox"/> WHITEWATER ACTIVITY <input type="checkbox"/> FUELING <input type="checkbox"/> HUNTING <input type="checkbox"/> OTHER: _____ | | | | <input type="checkbox"/> #1 #2 <input type="checkbox"/> WATER SKIING <input type="checkbox"/> WAKE BOARDING <input type="checkbox"/> TUBING <input type="checkbox"/> FISHING <input type="checkbox"/> RACING <input type="checkbox"/> WHITEWATER ACTIVITY <input type="checkbox"/> FUELING <input type="checkbox"/> HUNTING <input type="checkbox"/> OTHER: _____ | | | |
| DID DRUGS OR ALCOHOL CONTRIBUTE TO THE ACCIDENT? | | | | | | | |
| ALCOHOL <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN DRUGS <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN IF YOU MARKED "YES," PLEASE PROVIDE DETAILS IN NARRATIVE. | | | | | | | |

DESCRIBE WHAT HAPPENED AND WHAT YOU COULD HAVE DONE TO PREVENT THIS ACCIDENT
 (Explain the cause of death or injury, medical treatment, etc. Use sketch if helpful. If needed, continue description on additional paper.)

OTHER PROPERTY

(Damage to items other than vessels)

DESCRIPTION OF DAMAGE _____ ESTIMATED DAMAGE \$\$ NONE

OWNER'S NAME _____ ADDRESS _____ STATE _____ ZIP _____ PHONE () _____ NOTIFIED YES NO

VICTIM OR WITNESS INFORMATION

| VICTIM/WITNESS NAME/ADDRESS/PHONE | VICTIM/WITNESS STATUS | RIDING IN VESSEL # | DATE OF BIRTH/AGE | INJURY DESCRIPTION | CAUSE OF DEATH | COULD VICTIM SWIM? | LIFE JACKET WORN? |
|-----------------------------------|--|--------------------|-------------------|--------------------|--|---|---|
| | <input type="checkbox"/> INJURED <input type="checkbox"/> DEAD <input type="checkbox"/> WITNESS ONLY | | | | <input type="checkbox"/> DROWNING <input type="checkbox"/> TRAUMA <input type="checkbox"/> OTHER | <input type="checkbox"/> YES <input type="checkbox"/> NO | <input type="checkbox"/> YES <input type="checkbox"/> NO |
| | <input type="checkbox"/> INJURED <input type="checkbox"/> DEAD <input type="checkbox"/> WITNESS ONLY | | | | <input type="checkbox"/> DROWNING <input type="checkbox"/> TRAUMA <input type="checkbox"/> OTHER | <input type="checkbox"/> YES <input type="checkbox"/> NO | <input type="checkbox"/> YES <input type="checkbox"/> NO |
| | <input type="checkbox"/> INJURED <input type="checkbox"/> DEAD <input type="checkbox"/> WITNESS ONLY | | | | <input type="checkbox"/> DROWNING <input type="checkbox"/> TRAUMA <input type="checkbox"/> OTHER | <input type="checkbox"/> YES <input type="checkbox"/> NO | <input type="checkbox"/> YES <input type="checkbox"/> NO |
| | <input type="checkbox"/> INJURED <input type="checkbox"/> DEAD <input type="checkbox"/> WITNESS ONLY | | | | <input type="checkbox"/> DROWNING <input type="checkbox"/> TRAUMA <input type="checkbox"/> OTHER | <input type="checkbox"/> YES <input type="checkbox"/> NO | <input type="checkbox"/> YES <input type="checkbox"/> NO |

THIS CONFIDENTIAL REPORT IS USED IN RESEARCH FOR THE PREVENTION OF ACCIDENTS AND A COPY IS FORWARDED TO THE UNITED STATES COAST GUARD

| | | | | |
|---------------------------------|--|------------------------|--|--|
| OPERATOR NAME, ADDRESS, PHONE # | IS OWNER DIFFERENT THAN OPERATOR? <input type="checkbox"/> YES <input type="checkbox"/> NO | OWNER NAME AND ADDRESS | OPERATOR EXPERIENCE | OPERATOR EDUCATION |
| | | | <input type="checkbox"/> UNDER 10 HOURS <input type="checkbox"/> 10 TO 100 HOURS <input type="checkbox"/> OVER 100 HOURS | <input type="checkbox"/> AMERICAN RED CROSS <input type="checkbox"/> USCG AUXILIARY <input type="checkbox"/> US POWER SQUADRON <input type="checkbox"/> STATE COURSE <input type="checkbox"/> INFORMAL <input type="checkbox"/> NONE <input type="checkbox"/> OTHER: _____ |

AGE _____ MARINA/RAMP LAUNCHED FROM: _____

INFORMATION: VESSEL #2 (OTHER VESSEL INVOLVED)

| | | | | | | | |
|---------------------------|-----------|--------|------------------|--|------------------------|--------------------|--------|
| THIS VESSEL ONLY | # INJURED | # DEAD | ESTIMATED DAMAGE | RENTED BOAT <input type="checkbox"/> YES <input type="checkbox"/> NO | # OF PERSONS ON BOARD | # OF PERSONS TOWED | |
| BOAT NUMBER (CF OR DOC #) | | | MFR. HULL ID # | BOAT NAME | DEPTH (TRANS. TO KEEL) | BEAM WIDTH | LENGTH |

| | | | | | | |
|--|---|-------------------------------------|---|--|--|--|
| BOAT MANUFACTURER | BOAT MODEL | YEAR BUILT | SPEED AT TIME OF ACCIDENT _____ MPH | # OF ENGINES | HORSE POWER | |
| ACTIVITY | FIRE EXTINGUISHER ON BOARD <input type="checkbox"/> YES <input type="checkbox"/> NO | TYPE OF FIRE EXTINGUISHER # ONBOARD | FIRE EXTINGUISHER USED <input type="checkbox"/> YES <input type="checkbox"/> NO | LIFE JACKETS ON BOARD <input type="checkbox"/> YES <input type="checkbox"/> NO | LIFE JACKETS ACCESSIBLE <input type="checkbox"/> YES <input type="checkbox"/> NO | LIFE JACKETS WORN <input type="checkbox"/> YES <input type="checkbox"/> NO |
| <input type="checkbox"/> RECREATIONAL <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> OTHER | | | | | | |

| | | | | |
|---|---|--|--|---|
| TYPE OF BOAT | HULL MATERIAL | PROPULSION (select all that apply) | OPERATION AT TIME OF ACCIDENT | TYPE OF FUEL |
| <input type="checkbox"/> OPEN MOTORBOAT <input type="checkbox"/> CABIN MOTORBOAT <input type="checkbox"/> PERSONAL WATERCRAFT <input type="checkbox"/> HOUSEBOAT <input type="checkbox"/> PONTOON <input type="checkbox"/> INFLATABLE <input type="checkbox"/> SAILBOAT (aux. engine) <input type="checkbox"/> SAILBOAT (sail only) <input type="checkbox"/> CANOE/KAYAK <input type="checkbox"/> RAFT <input type="checkbox"/> ROWBOAT <input type="checkbox"/> AIRBOAT <input type="checkbox"/> OTHER (specify) _____ | <input type="checkbox"/> WOOD <input type="checkbox"/> ALUMINUM <input type="checkbox"/> FIBERGLASS <input type="checkbox"/> PLASTIC <input type="checkbox"/> RUBBER/VINYL/CANVAS <input type="checkbox"/> STEEL <input type="checkbox"/> OTHER (specify) _____ | <input type="checkbox"/> PROPELLER <input type="checkbox"/> SAIL <input type="checkbox"/> MANUAL <input type="checkbox"/> WATER JET <input type="checkbox"/> AIR THRUST <input type="checkbox"/> OTHER (describe) _____ | <input type="checkbox"/> CRUISING <input type="checkbox"/> CHANGING DIRECTION <input type="checkbox"/> CHANGING SPEED <input type="checkbox"/> TOWING SKI/RTUBER <input type="checkbox"/> TOWING SKIER - SKIER DOWN <input type="checkbox"/> TOWING ANOTHER VESSEL <input type="checkbox"/> BEING TOWED BY ANOTHER VESSEL <input type="checkbox"/> DRIFTING <input type="checkbox"/> AT ANCHOR <input type="checkbox"/> TIED TO DOCK <input type="checkbox"/> LAUNCHING <input type="checkbox"/> DOCKING/LEAVING DOCK <input type="checkbox"/> SAILING <input type="checkbox"/> OTHER (specify) _____ | <input type="checkbox"/> GAS <input type="checkbox"/> DIESEL <input type="checkbox"/> ELECTRIC <input type="checkbox"/> OTHER: _____ |
| | | ENGINE TYPE (select one) | | |
| | | <input type="checkbox"/> OUTBOARD <input type="checkbox"/> STERNDRIVE (I/O) <input type="checkbox"/> INBOARD <input type="checkbox"/> POD DRIVE <input type="checkbox"/> NONE <input type="checkbox"/> OTHER: _____ | | |
| | | TOTAL HORSEPOWER: _____ HP | | |

PERSON COMPLETING THE REPORT

| | | | |
|-----------|---------|-----------|--|
| NAME | ADDRESS | PHONE () | QUALIFICATION OF PERSON COMPLETING REPORT |
| SIGNATURE | DATE | | <input type="checkbox"/> OPERATOR <input type="checkbox"/> OWNER <input type="checkbox"/> OTHER (specify) _____ |

Motorboats 26 Feet to Less Than 40 Feet in Length

Life jackets: One wearable Coast Guard-approved life jacket of a type and size appropriate for the conditions and the boating activity being engaged in must be carried for each person aboard. Life jackets must be readily accessible and properly fit the intended wearer. *Note: A type V life jacket must be worn to be considered readily accessible.* In addition, the vessel must carry an approved Type IV throwable flotation device, which should be immediately available.

Fire Extinguisher: Two Type B-I or one Type B-II Coast Guard-approved fire extinguishers must be carried when no fixed fire extinguishing system is installed in machinery spaces. With a fixed system in the machinery space, one Type B-I fire extinguisher must be carried.

Backfire Flame Arrestor: A Coast Guard-approved backfire flame arrestor is required for inboard gasoline motors that are not exposed to the atmosphere above the gunwale level.

Muffling System: An effective muffling system is required for the exhaust of each internal combustion engine. Unmodified outboards usually meet legal requirements (see page 37).

Ventilation System: See page 38.

Sound Signaling Devices: A vessel of less than 39 feet 4 inches (12 meters) must be able to provide a means of making an efficient sound signal, but is not required to carry a whistle or bell. (For vessels over 12 meters, see page 32.)

Visual Distress Signals (Coastal Waters Only): All boats 16 feet or more in length must carry devices aboard at all times. Boaters must carry *either*:
(a) devices that are suitable for day use and devices suitable for night use;
or (b) devices that can be used for both day and night use (see page 44).

Navigation Lights: Navigation lights must be kept in serviceable condition and displayed between sunset and sunrise and at times of restricted visibility. For motorboats operating during these times, see page 40.

Motorboats 40 Feet to 65 Feet in Length

Life jackets: One wearable Coast Guard-approved life jacket of a type and size appropriate for the conditions and the boating activity being engaged in must be carried for each person aboard. Life jackets must be readily accessible and properly fit the intended wearer. *Note: A type V life jacket must be worn to be considered readily accessible.* In addition, the vessel must carry an approved Type IV throwable flotation device, which should be immediately available.

Fire Extinguisher: Three B-I or one B-I and one B-11 Coast Guard-approved fire extinguisher must be carried when no fixed fire extinguishing system is installed in machinery spaces. With a fixed system in the machinery space, two Type B-I or one Type B-II extinguisher must be carried.

Backfire Flame Arrestor: A Coast Guard-approved backfire flame arrestor is required for inboard gasoline motors that are not exposed to the atmosphere above the gunwale level.

Muffling System: An effective muffling system is required for the exhaust of each internal combustion engine. Unmodified outboards usually meet legal requirements (see page 37).

Ventilation System: See page 38.

Sound Signaling Devices: Vessels 39 feet 4 inches (12 meters) or more in length are required to carry a whistle and a bell.

Visual Distress Signals (Coastal Waters Only): All boats 16 feet or more in length must carry devices aboard at all times. Boaters must carry *either*:
(a) devices that are suitable for day use and devices suitable for night use;
or (b) devices that can be used for both day and night use (see page 44).

Navigation Lights: Navigation lights must be kept in serviceable condition and displayed between sunset and sunrise and at times of restricted visibility. For motorboats operating during these times, see page 40.

Life Jackets

All boats, powered or non-powered, must carry at least one wearable Coast Guard-approved life jacket (also called a personal flotation device or PFD) for every person aboard. Life jackets bearing Coast Guard approval are identified by Types I, II, III, IV or V. Coast Guard approval is shown by a stencil marking or tag on the life jacket. This tag or marking shows the name and address of the manufacturer, the Coast Guard approval number and the intended use. It also shows the amount of flotation in the device and the type (I, II, III, IV or V). Failure to have a sufficient number of approved devices aboard constitutes a violation of state and federal law.

» See Life Jackets
and Flotation Devices
page 34–35

California boating law requires that all wearable Type I, II and III lifejackets must be readily accessible and all Type IV (throwable) flotation devices must be immediately available. **Note:** A type V life jacket must be worn to be considered readily accessible. They must be kept in serviceable condition. If they are badly torn, damaged, rotted, punctured, or otherwise unserviceable, they no longer meet legal requirements and should be replaced.

The minimum requirements are:

- All boats 16 feet or more in length, except canoes and kayaks: One wearable Coast Guard-approved life jacket (Type I, II, III or V) for each person on board and one throwable (Type IV) device in each boat.
- Canoes and kayaks of any length and all other boats less than 16 feet in length: A single wearable Coast Guard-approved Type I, II, III or V life jacket for each person on board.



Under state law, it is an infraction, punishable by a fine of up to \$250, to operate a vessel of any length unless *every child under 13 years of age on board is wearing a Type I, II, III or V Coast Guard-approved life jacket*. The law does not apply to: (1) the operator of a sailboat on which every child under age 13 is restrained by a harness tethered to the sailboat; or (2) the operator of a vessel on which every child under age 13 is in an enclosed cabin.

Inflatable Life Jackets: The Coast Guard approved inflatable life jackets in 1996. However, only certain brands are Coast Guard-approved, and some are only appropriate for adults. Proper use of inflatable life jackets, including appropriate age limits, varies by manufacturer. Please review the owner’s manual and information pamphlet carefully before purchasing this type of life jacket. While activation upon impact is not a required feature, inflatables must be equipped at a minimum with both manual (pull) and oral (blow) inflation systems. Inflatable life jackets must have a full cylinder and all status indicators on the inflator must be green to satisfy requirements. *Note: A type V inflatable life jacket must be worn in order to be considered readily accessible.*

Inflatables are not recommended for non-swimmers and are not intended for use while participating in tow or whitewater paddle sports, or while on a personal watercraft (PWC).

Personal Watercraft: Every person on board a PWC and anyone being towed behind a vessel must wear a Coast Guard-approved life jacket. (For exceptions, see “Water Skiing.”)

California boating law does not require wearing life jackets while aboard a vessel, other than as noted in the requirements above and those for some Type V life jackets and for children under age 13. However, **DBW highly recommends that all boaters wear life jackets**. All wearable life jackets must properly fit the intended wearer. Check the manufacturer’s label on the life jacket for the intended use, size restrictions and instructions on how to wear the life jacket.

Non-approved devices such as ski belts may be carried aboard as excess equipment only. For more information, please visit: <http://www.dbw.ca.gov/Pubs/Pfd/PFDs.pdf>.

Life Jackets and Flotation Devices



◀ TYPE I: Offshore Life Jacket

- Intended for offshore boating as well as open water and coastal cruising
- Offers the most flotation and is the most effective life jacket in rough waters
- May help prevent hypothermia
- Designed to turn an unconscious wearer face up
- Bulky



◀ TYPE II: Near-Shore Buoyant Vest

- Intended for calm, inland water
- May turn unconscious wearer face up
- Good for non-swimmers
- Provides good flotation
- Less bulky than offshore vests

TYPE III: Children's Life Jacket ▶

- Intended for general recreational boating
- Designed for possible immersion
- May not turn unconscious wearer face up
- May have special safety features for children
- May be a hybrid that is inherently buoyant and can inflate



TYPE III: Flotation Aids ▶

- Intended for fishing, hunting, canoeing, kayaking, water skiing, or other high-impact, high-speed activities
- Designed for possible immersion
- May not turn unconscious wearer face up
- Rugged construction



Manual Inflatable



Vest-Type Flotation Jacket

NOTE: Regardless of the “Type” shown on a flotation device, ALL life jackets shall be used in accordance with the Coast Guard approval statement for intended use and the manufacturer’s instructions.

TYPE IV: Throwable Flotation Device ▶

- Intended to be thrown to someone who has fallen overboard
- Designed to be grasped and held by user until he or she is rescued



◀ TYPE V: Special Use Device

- Required to be worn for special uses or conditions
- Made for specific activities such as sail boarding and rafting
- Designed for use with deck suits, work vests, hybrid PFDs, and others as marked on the label
- Must follow Coast Guard label for wear and use

TYPE III & V: Inflatable Life Jackets ▶

- Available in three types:
 - **Hydrostatic** (inflates automatically upon immersion or when manually activated)
 - **Manual** (only inflates when manually activated)
 - **Belt Pack** (only inflates when manually activated; must be placed over head once activated)
- Easy to wear, comfortable and cool
- Not intended for children under 16 or non-swimmers
- Not intended for sports where immersion is expected



Belt Pack Inflatable

Underwater Maneuvering Devices

A person using any underwater maneuvering device is exempt from wearing a life jacket. An underwater maneuvering device is any towed or self-powered apparatus designed for underwater use that someone can pilot through diving, turning and surfacing maneuvers.

Fire Extinguishers

Motorboats are required to carry readily accessible fire extinguishers accepted for marine use by the Coast Guard. The size and number of extinguishers accepted for use on motorboats depend on the size of your boat and whether or not you have a fixed extinguishing system installed aboard. Fire extinguishers are not required for outboard pleasure boats less than 26 feet in length, or those that are not carrying passengers for hire, have no permanently installed fuel tanks, or do not have spaces in which explosive or flammable gases or vapors can collect. (For specific requirements, see **Table A.**) The minimum size approved for use aboard pleasure boats is the B-I size extinguisher.

All extinguishers must be readily accessible (preferably not stowed next to common fire sources) and must be kept in serviceable condition. An extinguisher is suitable for marine use when it bears a label that has either:

- Coast Guard approval numbers, "Marine Type USCG" or both markings.
- Information stating that it is listed with Underwriters Laboratories (UL) and suitable for marine use. The extinguisher must be of the type and size described in **Table B.** UL-listed extinguishers must bear a UL rating of 5-B:C or higher.

Note: All recently manufactured, UL Marine Type 5 extinguishers will bear both the UL and Coast Guard label markings.



**CARBON DIOXIDE
EXTINGUISHER**



**HALON
EXTINGUISHER**



**DRY CHEMICAL
EXTINGUISHER**

All carbon tetrachloride extinguishers and others with toxic vaporizing liquids such as chlorobromomethane are neither approved nor accepted as required fire extinguishers on any motorboats.

Remember, the number required by law is only the minimum. Extra extinguishers provide additional safety.

TABLE A – FIRE EXTINGUISHER REQUIREMENTS

| Boat Length | Without fixed extinguishing system in machinery space | With fixed extinguishing system in machinery space |
|------------------------|---|--|
| Less than 26 ft. | 1 B-I | None |
| 26 ft. to under 40 ft. | 2 B-I or 1 B-II | 1 B-I |
| 40 ft. to 65 ft. | 3 B-I or 1 B-II and 1 B-I | 2 B-I or 1 B-II |

TABLE B – FIRE EXTINGUISHER CHARACTERISTICS

UL Listed extinguishers of the type and weight shown below may be selected to meet the type and size requirements for the corresponding Coast Guard classification (see Table A). For example, if a Coast Guard Type B, Size II extinguisher is required, a 10 lb. dry chemical extinguisher would be one of the equivalents. The following specifies only the minimum net agent weight. A larger extinguisher would be acceptable.

| Coast Guard Classes | UL-Listed Equivalent | Dry Chemical lb. | Carbon Dioxide lb. | Halon 1211/1301 lb. |
|---------------------|----------------------|------------------|--------------------|---------------------|
| B-I | 5-B:C | 2 | 4 | 2½ |
| B-II | 0-B:C | 10 | 15 | 10 |

Muffling Systems

Any motorboat operated on California inland waters or coastal waters up to one mile from shore must be muffled or otherwise prevented from exceeding the following noise levels when measured by the Stationary Sound Level Measurement.

Procedure for Pleasure Motorboats (SAE J2005):

- 90 dB (A) for engines manufactured before Jan 1, 1993.
- 88 dB (A) for engines manufactured on or after Jan 1, 1993.

All motorboat noise levels must be below 75 dB (A) when measured by the Shoreline Sound Level Measurement Procedure (SAE J1970). Authorities generally agree that unbaffled exhaust pipes (stacks) do not meet any of the above noise level requirements.

Ventilation Systems

All motorboats or motor vessels, except open boats, made after 1940 and using gasoline as a fuel must have at least two ventilator ducts fitted with cowls or their equivalent for the efficient removal of explosive or flammable gases from all engine and fuel tank compartment bilges. If engine and fuel tank compartments are closed and separated, two such ventilation systems are required.

At least one exhaust duct must be installed to extend from the open atmosphere to the lower portion of the bilge, and at least one intake duct must be installed to extend to a point at least midway to the bilge (or at least below the carburetor air intake level). The cowls must be located and trimmed for maximum effectiveness to prevent displaced fumes from being recirculated.

Boats built after July 31, 1980, that have a gasoline engine for electrical generation, mechanical power or propulsion must be equipped with an operable ventilation system.

- A compartment containing a permanently installed gasoline engine must either be open to the atmosphere or ventilated by an exhaust blower system.
- The intake duct for an exhaust blower must be in the lower one-third of the compartment and above the normal level of accumulated bilge water.
- A combination of more than one exhaust blower may be used to meet specified requirements.

Boats equipped with either outboard motors or “open” construction inboard motors (i.e., not enclosed) are exempt from ventilation requirements.

Two-Stroke Engines

There is no statewide prohibition on the use of high emission two-stroke vessel engines, and there is no plan to prohibit them. A small number of cities, counties or districts have adopted ordinances on drinking water reservoirs that restrict or ban the use of high emission, carbureted or electronic fuel injection (EFI) two-stroke marine engines. For more information, please visit www.dbw.ca.gov/environmental/twostroke.

Backfire Flame Control Devices

Backfire flame control devices are designed to prevent open flame from leaving the carburetion system in the event of a backfire. Vessels equipped with gasoline engines, except outboard motors, must have one of the following backfire flame control devices installed on the engine. These can be either:

- Coast Guard-approved backfire flame arrestor, suitably secured to the air intake with a flame-tight connection
- Backfire flame arrestor marked “SAE-1928” or “UL 1111” and suitably secured to the air intake with a flame-tight connection
- Approved engine air and fuel induction system that provides adequate protection from propagation of backfire flame to the atmosphere, equivalent to that provided by an acceptable backfire flame arrestor
- Flame-tight metallic carburetor air intake attachment, located or positioned so backfire flames would be dispersed to the atmosphere outside the vessel

Note: *This last device listed must be acceptable to the Coast Guard and designed so that flames will not endanger the vessel, people on board, or nearby vessels and structures.*

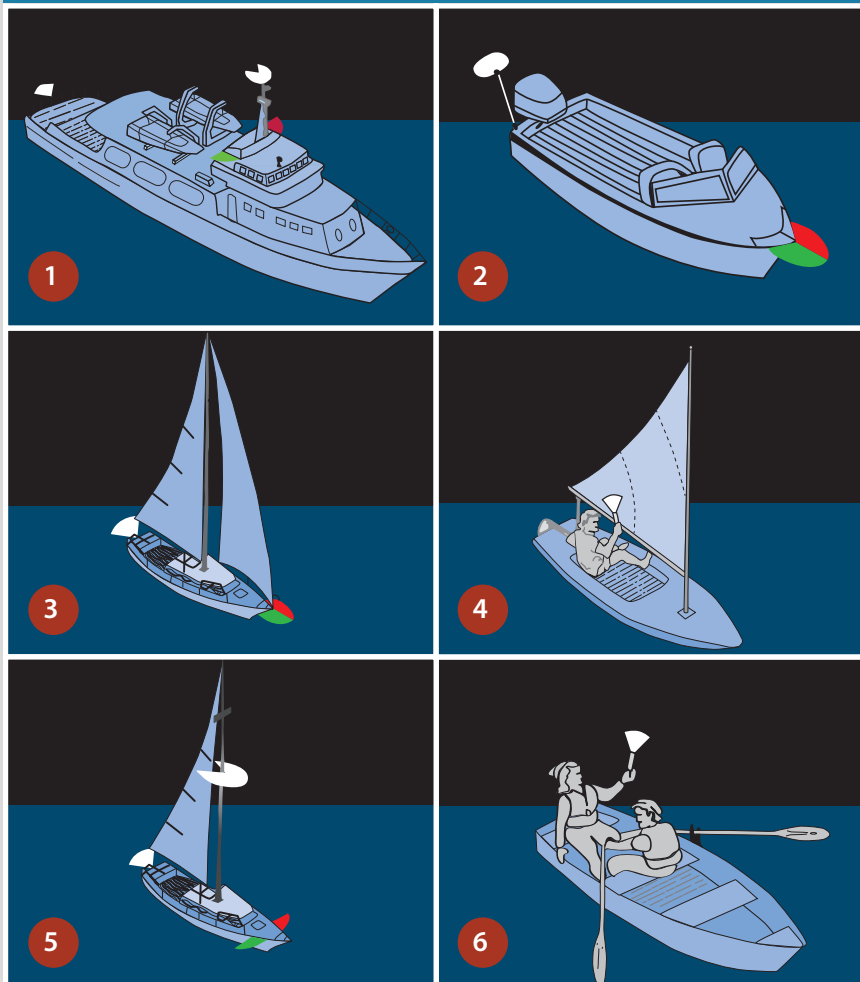


Photo courtesy of the U.S. Coast Guard.

Running Lights

Operating a boat at night without lights is not only dangerous, but is against the law. Running lights make it possible for boat operators to properly interpret and react to the movements of other boats in darkness. **Note:** *If a boat is used exclusively in the daylight hours and not during periods of restricted visibility, running lights are not required.*

NIGHT BOATING NAVIGATION LIGHTS



All vessels must show required running lights between sunset and sunrise and during periods of restricted visibility. Light requirements vary based on vessel length and propulsion type. In most cases, requirements for a particular vessel are the same under both inland and international rules.

Power Driven Vessels: A recreational motor-powered vessel underway is required to display a masthead light forward, red and green sidelights, and a sternlight, as indicated in **Figure 1**. A recreational powerboat under 39 feet 4 inches (12 meters) may instead display a 360° all-round sternlight and combination red and green sidelights (see **Figure 2**).

Sailing Vessels and Vessels Under Oar: Running light requirements for such vessels are as follows:

- A sailing vessel operating under power of sail only must exhibit sidelights and a sternlight (see **Figure 3**).
- A sailing vessel of less than 23 feet (7 meters) in length must, if practicable, exhibit sidelights and a sternlight or lighted lantern showing a white light, which must be exhibited in sufficient time to prevent collision (see **Figure 4**).
- A sailing vessel operating under machinery power only, or under power and sails, is considered a power-driven vessel and must display the proper lights for a powerboat (see **Figure 5**).
- A vessel under oars may display those lights prescribed for sailing vessels or have ready at hand an electric torch or lighted lantern showing a white light, which must be exhibited in sufficient time to prevent collision (see **Figure 6**).

The running lights described above are the most common, but boaters operating at night should be aware that there are other possible combinations of lights.

Anchor Lights

An anchor light is an all-round white light exhibited where it can best be seen and is visible for two miles. Power-driven vessels and sailing vessels at anchor must display anchor lights, with these exceptions:

- Vessels less than 23 feet (7 meters) in length are not required to display anchor lights unless anchored in or near a narrow channel, fairway or anchorage, or where other vessels normally navigate.
- Vessels less than 65 feet 7 inches (20 meters) in inland waters when at anchor in a special anchorage area designated by the Secretary of Transportation are not required to exhibit an anchor light.



Visual Distress-Signaling Devices

Vessels operating on coastal waters must carry the required number of approved visual distress-signaling devices selected from **Table C** (page 44). Coastal waters include territorial seas and those waters directly connected to those seas where any entrance exceeds two nautical miles between opposite shorelines to the first point where the largest distance between shorelines narrows to two miles (e.g., bays, sounds, harbors, rivers, inlets, etc.). The carriage requirements for vessels operating on coastal waters are:

- All boats 16 feet or more in length must carry devices aboard at all times. Boaters must carry *either*: (a) devices suitable for day use and devices suitable for night use; or (b) devices suitable for both day and night use.
- Boats less than 16 feet; manually propelled craft of any size; sailboats under 26 feet of completely open construction and not equipped with propulsion machinery; and boats competing in any organized marine parade, regatta, race, or similar event are only required to carry aboard devices that are suitable for night use between sunset and sunrise.

All visual distress-signaling devices must be Coast Guard-approved, readily accessible and in serviceable condition. Devices carried aboard beyond the date stamped on each device will not meet legal minimum requirements.

Some of the recognized signals for indicating distress and need of assistance are shown on page 43. On coastal waters, boaters must carry Coast Guard-approved visual distress-signaling devices.

RECOGNIZED SIGNALS



Red Meteor



Fog Horn
Continuous Sound



White Light
Flashing



Gun or Noise at 1
Minute Intervals



Orange Flag
Black Square and Ball



SOS by Visual
or Audio Signal



May Day
by Radio



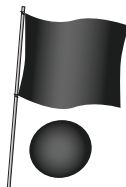
Parachute
Red Flare



Dye Marker
(any color)



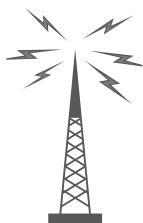
Code Flags
"N" and "C"



Square Flag
and Ball



Wave Arms



Radio-Telegraph
Alarm



Radio-Telephone
Alarm Signal



Emergency Position
Indicating Beacon (EPIRB)



Floating Orange
Smoke Signal

TABLE C – VISUAL DISTRESS SIGNALS

Boaters may select a group or any combination as long as the device meets the specific requirement for their boat.

| Number on Device | Device Description | Accepted use for | Number required to be carried |
|------------------|---|----------------------------|-------------------------------|
| 160.021 | Hand red flare, distress signals | Day and night | 3 |
| 160.022 | Floating orange smoke distress signals | Day only | 3 |
| 160.024 | Pistol-projected parachute red flare distress signals | Day and night ¹ | 3 |
| 160.036 | Hand-held rocket-propelled parachute red | Day and night | 3 |
| 160.037 | Hand-held orange smoke distress signals | Day only | 3 |
| 160.057 | Floating orange smoke distress signals | Day only | 3 |
| 160.066 | Distress signal for boats, red aerial pyrotechnic flare | Day and night ² | 3 |
| 160.072 | Distress signal for boats, orange flag | Day only | 1 |
| 160.013 | Electric distress light for boat | Night only | 1 |

¹ These signals require use in combination with a suitable launching device approved under 46 CFR 160.028.

² These devices may be either self-contained or pistol launched, and either meteor or parachute assisted type. Some of these signals may require use in combination with a suitable launching device approved under 46 CFR 160.028.

Marine Sanitation Devices

While vessels are not required to have a marine toilet on board, if your boat has one, it must be connected to a Coast Guard-approved Type I, II, or III marine sanitation device (MSD).

Federal and State laws forbids dumping sewage—treated or untreated—or any waste derived from sewage into the lakes, reservoirs or fresh water impoundments of this state. Federal regulations and equipment standards established jointly by the U.S. Environmental Protection Agency (EPA) and the Coast Guard govern the use of MSDs. Disconnecting, bypassing or operating a MSD so as to discharge sewage into water is a misdemeanor, unless expressly authorized or permitted by law.

Note: Additional information about MSDs and regulations about discharging sewage can be found on page 52.

RECOMMENDED ADDITIONAL EQUIPMENT

| ITEMS | Less than 16 feet | | | 16 feet to under 26 feet | | | 26 feet to under 40 feet | | | 40 feet to 65 feet | | |
|---|-------------------|----------------|-----------|--------------------------|----------------|-----------|--------------------------|----------------|-----------|--------------------|----------------|-----------|
| | Open waters | Semi-protected | Protected | Open waters | Semi-protected | Protected | Open waters | Semi-protected | Protected | Open waters | Semi-protected | Protected |
| Anchor, cable (line, chain etc.) | E | E | E | E | E | E | E | E | E | E | E | E |
| Bailing device (pump etc.) | E | E | E | E | E | E | E | E | E | E | E | E |
| Boat hook | - | - | - | D | D | D | E | E | E | E | E | E |
| Bucket (fire fighting/bailing) | E | E | E | E | E | E | E | E | E | E | E | E |
| Distress signals* | E | E | D | E | E | D | E | E | E | E | E | E |
| Emergency drinking water | E | D | - | E | D | - | E | D | - | E | D | - |
| Fenders | D | D | D | D | D | D | D | D | D | D | D | D |
| First aid kit and manual (10- to 20-unit) | E | E | E | E | E | E | E | E | E | E | E | E |
| Flashlight | E | E | E | E | E | E | E | E | E | E | E | E |
| Heaving line | - | - | - | - | - | - | D | D | D | D | D | D |
| Light list | D | D | - | E | E | D | E | E | E | E | E | E |
| Local chart(s) | E | D | - | E | E | E | E | E | E | E | E | E |
| Mirror (for signaling) | D | D | - | D | D | - | D | D | - | D | D | - |
| Mooring lines | E | E | E | E | E | E | E | E | E | E | E | E |
| Motor oil and grease (extra supply) | - | - | - | D | D | D | D | D | D | D | D | D |
| Oars, spare | E | E | E | E | E | E | - | - | - | - | - | - |
| Radio direction finder | - | - | - | D | - | - | D | - | - | D | - | - |
| Radio, telephone/ EPIRB | D | - | - | D | D | - | D | D | - | D | D | - |
| Ring buoy(s) (additional) | D | D | D | D | D | D | D | D | D | D | D | D |
| Shear pins (if used) | E | E | D | E | E | D | - | - | - | - | - | - |
| Depth sounding device, (lead line, etc.) | D | D | - | D | D | D | E | E | E | E | E | E |
| Spare batteries | D | D | D | D | D | D | D | D | D | D | D | D |
| Spare parts | E | D | - | E | E | D | E | E | D | E | E | D |
| Tables, current | - | - | - | - | - | - | - | D | D | - | E | E |
| Tables, tide | - | - | D | - | - | D | - | D | D | - | E | E |
| Tools | E | D | - | E | E | D | E | E | D | E | E | D |

* Distress signal devices are required on coastal waters on certain sized boats or during certain times.