

2 BOATING RULES AND REGULATIONS

OWNERSHIP REGULATIONS

BOAT REGISTRATION

U.S. Registration and Documenting

In the United States vessels must be *registered* with the state in which the principal boating use takes place. As an alternative, vessels greater than 5 net tons may be *documented* by the U.S. Coast Guard; however, some states may nonetheless require state registration and display of a validation sticker. Applicable state and federal taxes apply to documented vessels.

Certificate of Number (U.S.)

A certificate of number and a state validating sticker will be issued by the state for vessels registered with the state. The certificate of number must always be carried on board the vessel when it is in use. The numbers must be displayed on the forward half of the boat on both sides and be at least 3 inches high. The state validating sticker must be level with and within six inches of the numbers. The number is preceded by a two-character state abbreviation (which is different than the state postal code). The state will usually provide more specific instructions for the location and placement of the registration numbers.

If the boat is moved to a new state, the certificate is valid for 60 days, after which, the boat must be registered in the new state of principal use. A new number will be issued by the new state. If boat ownership changes the owner must notify the state that issued the certificate within 15 days.

It is important to note that issuance of a certificate of number (registration) is not proof of clear title as with documentation.

State boating office addresses and phone numbers are given in the chapter on Boating Information Sources.

State Prefix Abbreviations

Table 2-1 lists the two character state abbreviations. Postal codes are included in the table to illustrate that the state boat prefix is not always the same as the postal code.

State	Postal	Boat	State	Postal	Boat
Alabama	AL	AL	Montana	MT	MT
Alaska	AK	AK	Nebraska	NE	NB
Arizona	AZ	AZ	Nevada	NV	NV
Arkansas	AR	AR	New Hampshire	NH	NH
California	CA	CF	New Jersey	NJ	NJ
Colorado	CO	CL	New Mexico	NM	NM
Connecticut	CT	CT	New York	NY	NY
Delaware	DE	DL	North Carolina	NC	NC
Distr. Of Columbia	DC	DC	North Dakota	ND	ND
Florida	FL	FL	Ohio	OH	OH
Georgia	GA	GA	Oklahoma	OK	OK
Hawaii	HI	HA	Oregon	OR	OR
Idaho	ID	ID	Pennsylvania	PA	PA
Illinois	IL	IL	Rhode Island	RI	RI
Indiana	IN	IN	South Carolina	SC	SC
Iowa	IA	IA	South Dakota	SD	SD
Kansas	KS	KA	Tennessee	TN	TN
Kentucky	KY	KY	Texas	TX	TX
Louisiana	LA	LA	Utah	UT	UT
Maine	ME	ME	Vermont	VT	VT
Maryland	MD	MD	Virginia	VA	VA
Massachusetts	MA	MS	Washington	WA	WN
Michigan	MI	MC	West Virginia	WV	WV
Minnesota	MN	MN	Wisconsin	WI	WS
Mississippi	MS	MI	Wyoming	WY	WY
Missouri	MO	MO			

TABLE 2-1: State Prefix Abbreviations

U.S. Documentation

The 5 net tons requirement for documenting, mentioned above, is actually a volume measurement rather than a weight measurement. In simplified form, it is gross tons (the cubic foot volume of the hull divided by 100) with a factor applied depending on the boat type (e.g. powerboat, sailboat, etc.). A vessel longer than 25 feet is likely to be greater than 5 net tons. Additional information on calculating tonnage and on documentation procedures is available from:

National Vessel Documentation Center
792 T J Jackson Drive
Falling Waters, WV 25419
Toll free: (800) 799-8362
www.uscg.mil/hq/g-m/vdoc/poc.htm

Documentation requires that the owner be a U.S. citizen and prove legitimate ownership of the vessel. Documentation shows that the vessel is free and clear of any encumbrances and proves ownership and nationality, which is advantageous when applying for financing. Documentation is preferred to registration and sometimes required when visiting foreign ports.

The documentation number must be carved into or fixed permanently to the inside of the vessel so that it cannot be removed or altered. The documentation number is preceded by the characters "No." and is to be a minimum of 3 inches high.

The documented vessel will display the name and hailing port of the vessel on the hull exterior instead of the registration numbers. The letters must be at least 4 inches in height. The location on the hull of the name and port is not specified for recreational vessels; however, the transom or stern is the usual place for the name and port, and the name is sometimes placed on both sides of the bow.

Canada Licensing and Registration

In Canada *licensing* or *registration* is required for any vessel powered by greater than 10 horsepower (7.5 kilowatts). Note that the term license equates roughly to register in the United States, and the term register equates roughly to document in the United States.

Recreational vessels under 15 gross tons may be either licensed or registered. Vessels over 15 gross tons must be registered. Note that gross tons are a volume measurement, not a weight measurement. An 11-meter (36 foot) powerboat will survey around 15 gross tons.

License (Canada)

Effective April 1, 2006 boat licences are obtained from any of about 320 Service Canada Centres. The Canada Border Services Agency (formerly Customs and Revenue Canada) no longer issues boat licences. There is no charge for the license at the current time.

A two letter code (the postal abbreviation) for the province), which indicates the regional office that issued the license, precedes the license number and that number will stay with

the boat throughout its life, even if the boat is moved to another province. The old numbering system used a single letter to indicate the issuing region. Existing old numbers may be retained or exchanged for a new one. The license number must be displayed on both sides of the bow of the vessel and be in block characters at least 7.5 centimeters (3 in) high.

The license serves only to identify the boat (like the certificate of number in the United States) but does not prove clear ownership that is free of third-party rights.

Province	New	Old	Province	New	Old
British Columbia	BC	K	Nova Scotia	NS	A
Alberta	AB	H	Newfoundland and Labrador	NL	M
Saskatchewan	SK	G	Yukon	YK	J
Manitoba	MB	F	Northwest Territories	NT	F
Ontario	ON	E	Nunavut	NU	F
Quebec	QC	D			
New Brunswick	NB	C			
Prince Edward Island	PE	B			

Regional office letters used in Canadian license numbers:

Registration (Canada)

Application for registration is with any Transport Canada Port of Registry office. Registration requires that the owner provide citizenship documents and prove legitimate ownership of the vessel. A tonnage survey will be required and is carried out by a government appointed surveyor.

Registration shows that the vessel is free and clear of any encumbrances and proves ownership and nationality, which is often needed when applying for financing. Registration is preferred to licensing and sometimes required when visiting foreign ports.

The registered vessel will display the name and hailing port of the vessel on the hull exterior instead of the registration numbers. The letters must be at least 10.3 centimeters (4 in) in height. The name and port of registry is placed on the stern and the name is placed on both sides of the bow.

HULL IDENTIFICATION NUMBER

All manufactured or imported boats must have a **hull identification number (HIN)**. The HIN is required in both the United States and Canada and the format is the same in both countries. The HIN is analogous to the VIN on automobiles.

The manufacturer must permanently place the HIN on the hull in two places during construction. The characters in the HIN must be no less than ¼ inch (6 mm) in height.

The primary HIN must be placed:

- On the transom located in the upper starboard quarter. In the United States within 2 inches of the top of the transom.
- On vessels without a transom or where the transom is unsuitable, on the starboard aft part of the hull. In the United States within 2 inches of the top of the hull and within 1 foot of the stern.
- On vessels with removable hulls such as some multihulls, to the aft crossbeam within 1 foot of the starboard hull attachment.

A second duplicate HIN is placed somewhere else in an unexposed location on the boat such as underneath a fitting or piece of hardware.

There are actually three different HIN formats, one being the current format that was placed in use in January 1985, and the other two that were discontinued at the end of 1984. These formats are illustrated in figures 2-1 through 2-3 starting on page 78. All three formats have the following in common:

- They are 12 digits long.
- Characters 1 through 3 are the three-digit *manufacturer's identification code* (MIC).
- Five characters from 4 through 8 are the manufacturer's hull serial number.
- Four characters (9 to 12) indicate the month and year of manufacture (certification) and the model year. It is only these four characters that vary with the three different formats.

United States: The MIC is assigned by the U.S. Coast Guard, or in the case of home built (backyard boats) by the state boating agency where the boat was built. In this case the first two digits of the MIC will be the state code. The U.S. Coast Guard maintains a database that is available online where you can look up manufacturers and their codes or vice-versa. It also allows listing all manufacturers by states. This web page is currently located at http://www.uscgboating.org/recalls/mic_database.htm.

FORMAT #1: This is the current format that has been in use since January 1985. Note that this number may be preceded by a three-character code that indicates the country of manufacture. The country code is described below.

Format #1 (Current)	MMM	SSSSS	A	B	CC
Manufacturer's Identification Code (MIC) — Digits 1 to 3 e.g., CTY = Catalina, GND = Grand Banks, etc.					
Hull Serial Number — Digits 4 to 8					
Month of start of manufacture where: A=Jan B=Feb C=Mar D=Apr E=May F=Jun G=Jul H=Aug I=Sep J=Oct K=Nov L=Dec					
Year of start of manufacture as a number that is the last digit of the year. e.g., 9 for 1989 — Digit 10					
Model year — last 2 digits of the model year. e.g., 90 for 1990. — Digits 11 and 12					

FIGURE 2-1: Hull Identification Number in Current Use

FORMAT #2: Mostly used from the mid 1970s to the end of 1984 although the older format #3 was still used by some builders. Note only the last 4 digits are different from format #1; digits 1 through 8 remain the same.

Format #2 (Before Jan 1985)	MMM	SSSSS	M	84	D
Manufacturer's Identification Code (MIC) e.g., CTY = Catalina, GND = Grand Banks, etc.					
Hull Serial Number					
The 9th character is always M					
Characters 10 and 11 are the model year. 1984 is shown here.					
The last character (12) is the month in which building began: A=Jan B=Feb C=Mar D=Apr E=May F=Jun G=Jul H=Aug I=Sep J=Oct K=Nov L=Dec					

FIGURE 2-2: Hull Identification Number Pre-1985

FORMAT #3: Used primarily from the 1960s through the mid 1970s although some builders continued to use this format up through the end of 1984.

Format #3 (1960s – 1970s)	MMM	SSSSS	11	73
Manufacturer's Identification Code (MIC) e.g., CTY = Catalina, GND = Grand Banks, etc.				
Hull Serial Number				
Month of start manufacture. November is shown here.				
Year of start manufacture. 1973 is shown here.				

FIGURE 2-3: Hull Identification Number 1960s – 1970s

Country Code Prefix to HIN

The country code is used in countries outside the United States and Canada and is optional in Canada. It is a three-digit prefix to the HIN consisting of two alpha characters and a hyphen designating the country of manufacture. For example AU- for Australia, CA- for Canada, and US- for United States. This prefix is required for manufacturers in North America exporting to Europe and many other countries as well.

Argentina	AR	Israel	IL
Australia	AU	Italy	IT
Austria	AT	Japan	JP
Belgium	BE	Mexico	MX
Brazil	BR	Monaco	MC
Canada	CA	Netherlands	NL
Chile	CL	New Zealand	NZ
China	CN	Norway	NO
Denmark	DK	Portugal	PT
Estonia	EE	Russia	RU
Finland	FI	Singapore	SG
France	FR	South Africa	ZA
Germany	DE	Spain	ES
Greece	GR	Sweden	SE
Hong Kong	HK	Switzerland	CH
Hungary	HU	Taiwan	TW
Iceland	IS	Turkey	TR
India	IN	United Kingdom	GB
Ireland	IE	United States	US

TABLE 2-2: HIN Country Code Prefixes

The country codes used in table 2-2 are the country codes as designated by the alpha two-country code in ISO 3166.

RULES FOR BOAT OPERATION

OPERATING

Enforcement

United States

A vessel underway, when hailed by a Coast Guard vessel, is required to heave to or maneuver in such a manner that permits a boarding officer to come aboard. Other federal, state, and local law enforcement officials may board and examine the vessel, regardless of its numbering or documentation.

The Coast Guard may impose a civil penalty up to \$1,000 for failure to comply with equipment requirements or other federal regulations, or to report a boating accident. Failure to comply with the Inland Navigation Rules Act of 1980 can result in a civil penalty up to \$5,000.

Canada

An enforcement officer may, in order to verify and ensure compliance with regulations,

- (a) go on board a vessel;
- (b) examine a vessel and its equipment;
- (c) require that the owner or the master or other person who is in charge or appears to be in charge of the vessel produce, forthwith,

- (i) personal identification, and

- (ii) any license, document or plate required by these Regulations; and

- (d) ask any pertinent questions of, and demand all reasonable assistance from, the owner or the master or other person who is in charge or appears to be in charge, of the vessel

A contraventions act has changed the way boating regulations are enforced (in some provinces). Under the older system, offenses were processed in court the same way as criminal code offenses. This was felt to be too cumbersome for processing just regulatory offenses.

The contraventions act allows for ticketing of offenders much like ticketing for automobile driving offenses.

Provinces using the new contraventions system are British Columbia, Manitoba, Ontario, Quebec, Prince Edward

Island, New Brunswick, and Nova Scotia. Discussions are underway with the remaining provinces to do the same.

Boating Under the Influence

United States

Operating a vessel while intoxicated became a specific federal offense effective January 13, 1988. The final rule set standards for determining when an individual is intoxicated. If the blood alcohol content (BAC) is .08 percent (.10 percent in some states) or higher for operators of recreational vessels being used only for pleasure, violators are subject to a civil penalty not to exceed \$1,000 or criminal penalty not to exceed \$5,000, one-year imprisonment, or both.

Canada

Operating a vessel while impaired is an offense under the Canadian Criminal Code and convictions can result in heavy punishment (including first offenses). The minimum penalty is \$600. Violators could be prohibited from operating a boat for up to three years and under certain circumstances could get life imprisonment.

Individual provinces have differing rules determining how and when alcohol can be consumed and transported.

Negligent Operation

United States

Negligent or grossly negligent operation of a vessel and/or interference with the safe operation of a vessel, so as to endanger lives and/or property, are prohibited by law. The Coast Guard may impose a civil penalty for negligent operation. Grossly negligent operation is a criminal offense and an operator may be fined up to \$5,000, imprisoned for one year, or both. Some examples of actions that may constitute negligent or grossly negligent operation are:

- Operating a boat in a swimming area.
- Operating a boat while under the influence of alcohol or drugs.
- Excessive speed in the vicinity of other boats or in dangerous waters.
- Hazardous water skiing practices.
- Bowriding, also riding on seatback, gunwale, or transom.

Canada

No person shall operate a small vessel in a careless manner, without due care and attention or without reasonable consideration for other persons.

Shoreline Speed Restrictions

United States

Speed restrictions are imposed by individual states. *You are always responsible for damage caused by your wake, even if you are not in a no-wake zone.*

Canada

In British Columbia, Alberta, Saskatchewan, Manitoba, and Ontario there is an unposted speed limit of 10 kilometers per hour (5.4 knots) within 30 meters (98 ft) from shore, except where otherwise posted.

Exceptions:

- Rivers less than 100 meters (328 ft) wide, canals, or buoyed channels.
- Water skiing where the boat towing the skier pulls the skier to or from the shore.

Quebec has speed restrictions on certain bodies of water, and these will usually be posted.

Termination of Use

United States

A Coast Guard boarding officer who observes a boat being operated in an unsafe condition, specifically defined by law or regulation, and who determines that an especially hazardous condition exists, may direct the operator to take immediate steps to correct the condition, including returning to port.

Termination for unsafe use may be imposed for:

- Insufficient number of CG-approved personal flotation devices (PFDs).
- Insufficient fire extinguishers.
- Overloading beyond manufacturer's recommended safe loading capacity.
- Improper navigation light display.
- Ventilation requirements for tank and engine spaces not met.
- Fuel leakage.
- Fuel in bilges.
- Improper backfire flame control.
- Operating in regulated boating areas during predetermined adverse conditions (applies in 13th CG District only).
- Manifestly unsafe voyage.

An operator who refuses to terminate the unsafe use of a vessel can be cited for failure to comply with the directions of a Coast Guard boarding officer, as well as for the specific

violations which were the basis for the termination order. Violators may be fined not more than \$1,000, imprisoned not more than one year, or both.

Canada

An enforcement officer may, in order to ensure compliance with these Regulations or in the interests of public safety, direct or prohibit the movement of vessels or direct the operator of a vessel to stop it.

Every person shall comply with the requirements of an enforcement officer in the course of carrying out duties and functions under these Regulations.

Reporting Boating Accidents

United States

The operator or owner of any recreational boat is required to file a boating accident report (BAR) if the boat is involved in an accident that results in:

- Loss of life;
 - Personal injury that requires medical treatment beyond first aid;
 - Damage to the boat and other property damage of \$2,000 or more; or
 - Complete loss of the boat.
- Boat operators are required to report their accident to local authorities in the state where the accident occurred.

Fatal Accidents (U.S.): Immediate notification is required for fatal accidents. If a person dies or disappears as a result of a recreational boating accident, the nearest state boating authority must be notified without delay. The following information must be provided:

- Date, time and exact location of the accident;
- Name of each person who died or disappeared;
- Number and name of the vessel; and
- Name and address of the owner and operator.

Reporting Timelines (U.S.): If a person dies or disappears from the boat, or there are injuries requiring medical treatment beyond first aid, a formal report must be filed within 48 hours of the accident. A formal report must be made within 10 days for accidents involving property damage of \$2,000 or more, or complete loss of a vessel.

Note: State requirements for reporting boating accidents may be more stringent than federal (i.e., some states require all boating accidents to be reported immediately). Check with

the boating law administrator in the state where the accident occurred for proper reporting procedures.

If you need further information regarding accident reporting, please call the U.S. Coast Guard Infoline at 800-368-5647.

Canada

Accident Reporting and Timeline (Canada)

The following doesn't apply in all provinces. Check with local authorities to see what applies in your area.

If a pleasure craft is involved in an accident that results in injury to a person that requires medical treatment beyond first aid but not admittance to a hospital, or that causes property damage estimated at more than \$2,500, the person responsible for the care and control of the pleasure craft shall complete a Boating Accident Report Form and forward it to the Office of Boating Safety of the Canadian Coast Guard, not later than 14 days after the accident.

Serious Accidents (Canada)

If a pleasure craft is involved in an accident that results in a fatality, injury to a person that requires admittance to a hospital, or property damage greater than \$5,000 resulting from fire, an explosion or collision with another vessel or other floating or fixed structure, the person responsible for the care and control of the pleasure craft shall report the accident to the local police authority as soon as possible.

Rendering Assistance—"Law of the Sea"

The master or person in charge of a vessel is obligated by law to provide assistance that can be safely provided to any individual in danger at sea. The master or person in charge is subject to a fine and/or imprisonment for failure to do so.

From U.S. Code "Good Samaritan Clause:

An individual complying with the above or gratuitously and in good faith rendering assistance at the scene of a marine casualty without objection by an individual assisted, is not liable for damages as a result of rendering assistance or for an act or omission in providing or arranging salvage, towage, medical treatment, or other assistance when the individual acts as an ordinary, reasonable, and prudent individual would have acted under the circumstances.

Nondistress Call (U.S.)

When a boater contacts the Coast Guard on channel 16 VHF-FM and the situation is determined to be nondistress, the Coast Guard will offer to contact any assistance provider (commercial or friend) the boater requests. If the boater has no preference, the Coast Guard will issue a Marine Assistance Request Broadcast (MARB) to all local commercial assistance providers approved by the Coast Guard.

OPERATOR QUALIFICATIONS

U.S. Qualifications Requirements

At present there are no federal requirements for noncommercial operation of a recreational boat. Some states have enacted licensing requirements that require passing an exam or showing proof of some form of boating education, from organizations such as the U.S. Power Squadrons or the U.S. Coast Guard Auxiliary. Most of those states will allow a visitor to operate a boat for up to 60 days before requiring licensing in that state.

States known to require some type of universal boater licensing are Alabama, American Samoa, Connecticut, Indiana, New Jersey, and Oregon (this list may not be inclusive), and many others are in the process of enacting legislation. Many additional states have education and licensing requirements for minors.

If the operator is carrying passengers for hire he must pass a U.S. Coast Guard exam and obtain a license. These licenses vary as to purpose, number of passengers, tonnage, and geographical area.

From the Passenger Vessel Safety Act of 1993:

Passenger for hire means a passenger for whom consideration is contributed as a condition of carriage on the vessel, whether directly or indirectly flowing to the owner, charterer, operator, agent, or any other person having an interest in the vessel.

Consideration means an economic benefit, inducement, right, or profit including pecuniary payment accruing to an individual, person, or entity, but not including a voluntary sharing of the actual expenses of the voyage, by monetary contribution or donation of fuel, food, beverage, or other supplies.

Thus passengers can volunteer to share expenses of a trip and not be considered passengers for hire.

Canada Qualifications Requirements

In Canada the operator requirements are federally mandated and apply in all Canadian waters.

Operator Competency Requirement—Canada

The operator competency requirements are being phased in over time and the following persons are required to show proof of competency.

All operators born after 01Apr83. (Currently in effect -since 15Sep99).

Operators of craft less than 4 meters (13 feet) in length including personal watercraft. (Currently in effect -since 14Sep02).

Any and all operators starting on 15Sep09.

Proof of competency can be any of:

A pleasure craft operator card. Obtaining this card requires passing a Canadian Coast Guard approved test.

OR: Successful completion of a boating safety course prior to 01Apr1999.

OR: A rental powerboat checklist completed successfully.

Nonresidents operating their own boats in Canada must meet these requirements after 45 days. An equivalent to the operator card issued by the home country or state is considered proof of competency for this purpose.

Non-residents chartering Canadian registered boats must meet the competency requirement at once. The 45-day grace period does not apply.

Age-Horsepower Requirement (Canada)

The following table shows the age limits for operating boats of varying horsepower. Note the operator competency requirement applies regardless.

Unsupervised persons under the age of 12 may not operate boats with greater than 7.5 kilowatt (10 horsepower) engines. A person accompanied by and supervised by someone greater than 16 years of age may do so.

Unsupervised persons under the age of 16 may not operate boats with greater than 30 kilowatt (40 horsepower) engines. A person accompanied by and supervised by someone greater than 16 years of age may do so.

Persons under 16 years of age are not allowed to operate Personal Watercraft (PWC) under any circumstances.

There are no power restrictions on persons 16 years of age and over.

REQUIRED AND SUGGESTED EQUIPMENT

The tables that follow show the minimum on board equipment requirements for both the United States and Canada. This is the *minimum* requirement and following the tables are some suggestions for additional on board equipment, some of which common sense would dictate even though not required by law.

Note that in the United States many individual states have more stringent requirements, and it is your responsibility to know and comply with these requirements.

Visitors to Canada

A boat operating in Canada but registered or licensed in another country must comply with the safety equipment requirements of the registering or licensing country. A visitor to Canada operating a Canadian registered vessel must comply with the Canadian equipment requirements.

Required Equipment Tables and Notes

Four classes of boats are specified in U.S. federal regulations:

Class A: Less than 16 feet (4.9 meters)

Class 1: 16 feet to less than 26 feet

Class 2: 26 feet to less than 40 feet

Class 3: 40 feet to 65 feet

These classes are used to determine which equipment is required. Required equipment is shown in tables 2-3 through 2-6 starting on page 88.

Table clarification notes:

Note [1] The International Collision Regulations (Navigation Rules) specify that a vessel greater than 12 meters (39.4 feet) in length must carry a whistle or a horn as well as a bell. The requirements for frequency and loudness vary with the size of the vessel. Both the U.S. and Canada adhere to this rule.

Note [2] The ventilation requirement applies to all vessels with enclosed engine and /or fuel tank compartments.

In the U.S. all gasoline powered vessels built after 25Apr1940 must have natural ventilation with at least 2 ducts fitted with cowls. Vessels built after 31Jul1980 must also have a rated power exhaust blower.

The Canadian requirement is similar requiring both natural ventilation and a power exhaust blower.

Required Equipment	U.S. Regulations				Canada Regulations			
	<16ft <5m	16<26ft 5<8m	26<40ft 8<12m	40>65ft 12<20m	<6m <20ft	6<8m 20<26ft	8<12m 26<40ft	12<20m 40>65ft
Licenses	State Registration or documentation required on board, numbers or name on outside of boat.				License or registration required onboard. Numbers or name on outside of boat			
Wearable personal flotation devices (PFDs) or life jackets	One USCG approved Type I, II, III, or V PFD for each person on boat.				One CCG approved PFD or lifejacket for each person on boat.			
Throwable personal flotation devices (PFDs)	One Type IV throwable PFD in addition to the wearable PFD's				One buoyant heaving line > 15 m			
Canada — approved life-buoy diam. is 610 mm or 762 mm with buoyant line > 15 m long								
Fire extinguisher (hand held)	One B-I with enclosed spaces or permanent fuel tanks	Two B-I or One B-II	Three B-I or one B-II plus one B-II	One 5BC if in-board or fixed fuel tanks, or fuel burning appliance	One 5BC if power-driven & one 5BC if fuel burning appliance	One OR approved lifebuoy	AND approved lifebuoy	AND appr. lifebuoy w. light
Ventilation	All gasoline powered vessels with enclosed tanks or engine must have natural ventilation with at least 2 ventilation cowls as well as an approved exhaust blower. See note [2]				One 10BC at each location specified in note [1]			
Backfire flame arrester	On all gasoline engines except outboards				On gasoline engines in enclosed spaces			

TABLE 2-3: Required Equipment (Table 1 of 4)

Required Equipment	U.S. Regulations			Canada Regulations				
	<16 ft	16<26 (ft)	26<40 ft	40>65 ft	<6 m	6<8 m	8<12 m	12<20 m
Visual distress signals	<5 m 1 approved electric distress light or 3 day/night flares. [3]	5<8 m 1 orange electric distress light OR 3 orange electric distress light OR 3 day/night flares. [3]	8<12 m 1 orange electric distress light OR 3 orange electric distress light OR 3 day/night flares. [3]	12<20 m 1 orange distress flag & 1 electric distress light OR 3 orange electric distress light OR 3 day/night flares. [3]	<20 ft 1 wa-tertight flashlight OR 3 type A, B, or C approved flares	20<26 ft 1 wa-tertight flashlight AND 6 type A, B, or C approved flares [5]	26<40 ft 1 wa-tertight flashlight AND 12 type A, B, or C approved flares [5]	40>65 ft 1 wa-tertight flash-light AND 12 type A, B, C, or D approved flares [5][6]
Sound signals	A whistle or horn or other device to produce an efficient sound signal. Human voice not acceptable.	A whistle or horn or other de-vice to produce an efficient sound signal. Human voice not acceptable.	A whistle or horn AND a bell that satisfy ColRegs [7]	A whistle or horn AND a bell that satisfy ColRegs [7]	A sound signalling device (pea-less whistle or a compressed gas or electric horn) or sound-signaling appliance (a whistle or horn that satisfy ColRegs).	A sound signalling device (pea-less whistle or a compressed gas or electric horn) or sound-signaling appliance (a whistle or horn that satisfy ColRegs).	A whistle or horn AND a bell that satisfy ColRegs [7]	A whistle or horn AND a bell that satisfy ColRegs [7]
Navigation lights	Lights that meet the standards prescribed in the collision regulations — must be displayed from sunset to sunrise or in conditions of poor visibility.							
Copy of Navigation Rules (Collision Regulations)	Required on board			Required on board				
Navigation charts	Required unless the navigator is familiar with the charted area.							

TABLE 2-4: Required Equipment (Table 2 of 4)

Required Equipment	U.S. Regulations			Canada Regulations								
	<16 ft	16<26 (ft)	26<40 ft	40>65 ft	<6 m	6<8 m	8<12 m	12<20 m	20<26 ft	26<40 ft	40>65 ft	
Reboarding device (Ladder or hoist)	<5 m	5<8 m	8<12 m	12<20 m	<20 ft	Required if free-board > 0.5 m (1.6 ft)		Required	Required			
Manual propelling device (paddle)					Required unless anchor is on board							
Anchor					Req'd if no paddle. Min 15 m (50 ft) rode			Min 30 m (98 ft) rode	Min 50 m (164 ft) rode			
Bailer or pump					1 bailer OR 1 manual pump [8]			1 bailer OR 1 manual pump	1 bailer AND 1 manual pump	Bilge pumping system		
Other										1 axe AND 2 buckets >= 10 L		
Toilet (if installed)					Must be a Type I, II, or III MSD (Marine Sanitation Device)			A pleasure craft that is fitted with a toilet shall be fitted with a holding tank.				
Oil pollution placard (5 x 8 inch minimum size)					Display in machinery space or bilge station							
Garbage placard (4 x 9 inch minimum size)					Display in a prominent location							

TABLE 2-5: Required Equipment Table (3 of 4)

Required Equipment (Canada Only)	Sailboard	Paddleboats and Watercycles < than 6 M length	Rowboats, Canoes, Kayaks, Shells < 6 M length	Personal Water Craft
Licenses				License required & on board
Wearable personal flotation devices (PFDs) or life jackets	One CCG approved PFD	One CCG approved PFD or lifejacket for each person on boat.		
Sound signals		A sound signaling device (pealess whistle or a compressed gas or electric horn) or sound-signaling appliance (a whistle or horn that satisfy ColRegs).		
Throwable personal flotation devices	One buoyant heaving line > 15 m if not wearing PFD	One buoyant heaving line > 15 m		
manual propelling device (e.g., paddle)	Required if not wearing PFD		Required unless anchor is on board	Not req if wearing PFD or anchor is on board
Anchor			Required unless paddle is on board	Not required if wearing PFD or paddle is on board
Visual distress signals	1 watertight flashlight OR 3 type A, B, or C approved flares if not wearing PFD			1 watertight flashlight OR 3 type A, B, or C approved flares if not wearing PFD
Navigation lights		If operating between sunset and sunrise require lights that meet the standards prescribed in the Collision Regulations		
Water pump or bailer			Required	Required if not wearing PFD

TABLE 2-6: Required Equipment Table (4 of 4) — Canada

Note [3] United States: Visual Distress Signals on a boat less than 16 ft (5 M) are only required between sunset and sunrise.

Note [4] United States: Visual Distress Signals
Visual distress signals are required on the Great Lakes, territorial seas of the United States, waters connected to the Great Lakes, and territorial seas to a point where the distance between shorelines is less than 2 nautical miles wide.

Note [5] Canada: Flares are not required if boating on Canadian waters in which the boat can at no time be more than one nautical mile from shore or is engaged in an official competition or in final preparation for an official competition and has no sleeping arrangements.

Note [6] Canada: No more than 6 of the 12 flares may be type D flares.

Note [7] The frequencies and approximate range of audibility for whistles and bells are specified in Annex III of the Collision Regulations as follows:

BELL

A bell or gong must produce a sound pressure level of not less than 110 dB at a distance of one meter from it. This would equate to being audible at a distance of somewhat less than one half a nautical mile.

The mouth of the bell must have a diameter of at least 300 millimeters (11.8 in) for a vessel of more than 20 meters length and at least 200 millimeters (7.9 in) for a vessel between 12 and 20 meters length.

WHISTLES

Vessel Length	Frequency Hz	Approximate Range Nautical Miles
> 200 M (61 ft)	70 to 200 Hz	2.0 nm
75 to 200 M (246 to 656 ft)	130 to 350 Hz	1.5 nm
20 to 75 M (66 to 246 ft)	250 to 700 Hz	1.0 nm
12 to 20 M (39 to 66 ft)	250 to 700 Hz	0.5 nm

U.S. Inland Modification—the frequency range on vessels less than 75 meters (246 ft) is reduced to 250 to 525 Hz.

Canada Modification—the frequency range on vessels between 12 and 20 meters is expanded to 250 to 2100 Hz.

LIFE JACKETS AND PFDS

It takes about 7 pounds of buoyancy to keep a typical adult afloat with a sufficient portion of the head out of the water.

Life Jackets and PFDs: United States

PFD is the acronym for a *personal flotation device*. PFDs achieve buoyancy either through the use of some buoyant material, usually foam, or through inflation with air, or some combination of the two. There are minimum buoyancy requirements for each of these three buoyancy methods in combination with the different Types of PFD.

PFDs are classified as Types I through IV. All PFDs must be marked as U.S. Coast Guard approved along with the type.

A **Type I PFD** (life jacket) is designed for off shore use and is useable in all waters. It is designed to turn most unconscious persons face up in the water. This type meets International Convention for Safety Of Life At Sea (SOLAS) standards for life jackets.

A **Type II PFD** (near shore buoyancy vest) is for calm waters expected on smaller inland bodies of water. These are also designed to turn an unconscious person face up but are not as effective as a Type I. An inflatable Type II will usually turn a person face up as well as a Type I.

A **Type III PFD** (flotation aid) assumes a conscious user in calm water where quick rescue is at hand. The wearer may have to take action such as tilting the head back to keep the face out of the water. These come in different styles suitable for such diverse activities as water skiing or fishing. Coats that float are made as Type III PFDs as well.

The **Type IV PFD** (throwable device) is not designed to be worn but is a throwable device for use in calm water where immediate help is at hand. These are not inflatable.

A **Type V PFD** (special use device) is designed for a specific purpose. A vest combined with a safety harness or a deck suit

Size	Type	Buoyancy (lbs)			
		Foam	Inflatable	Inflatable and Foam (Hybrid)	
				Inherent	Inflated
Adult	I	22 lb	34 lb		
Adult	II	15.5 lb	34 lb	10 lb	22 lb
Adult	III	15.5 lb	22.5 lb	10 lb	22 lb
Adult	V	15.5 – 22 lb	22.5 – 34 lb	7 lb	22 lb
Youth	II	11 lb	n/a	9 lb	15 lb
Youth	III	11 lb	n/a	9 lb	15 lb
Youth	V	11 – 15.5 lb	n/a	7.5 lb	15 lb
Child	II	7 lb	n/a	7 lb	12 lb
Infant	II	7 lb	n/a	n/a	n/a

TABLE 2-7: PFD Minimum Buoyancy Requirements

is a Type V PFD. A Type V PFD is marked on its label as, and will provide the performance of, a Type I, II, or III PFD. The U.S. Coast Guard has not tested and has not approved the safety harness aspect of the Type V combined vest and harness.

An inflatable PFD is a Type V PFD and must be worn when on deck to count as a lifejacket or flotation device.

Life Jackets and PFDs: Canada

Three main types of lifejackets are the *SOLAS lifejacket*, the *standard type lifejacket*, and the *small vessel lifejacket*. In addition PFDs are available.

The *SOLAS lifejacket* conforms to the standards set by SOLAS and has the highest performance standard of any of the flotation devices. Among other things it requires an unconscious person be turned face up with mouth out of the water within five seconds. These can be substituted for any of the other jackets or flotation devices. Two sizes are available, one for persons who weigh more than 35 kilograms (70 lbs) and a smaller version for persons weighing less than 35 kilograms. Must be red, orange, or yellow.

The *standard lifejacket* is less bulky than the SOLAS lifejacket but sacrifices some of the performance. It is also designed to turn the wearer face up in the water. Two sizes are available, one for persons who weigh more than 40 kilograms (80 lbs) and a smaller version for persons weighing less than 40 kilograms. Must be red, orange, or yellow.

Small vessel lifejackets are approved for use on small vessels and are available in both vest and keyhole styles. It will turn a person face up in the water but not particularly efficiently. This would be for use in calm waters where rescue is close at hand. Three sizes are available, one for persons more than 41 kilograms (90 lbs), one for persons from 18 kilograms (40 lbs) to 41 kilograms (90 lbs), and one for persons under 18 kilograms (40 lbs). Must be red, orange, or yellow.

Approved *PFDs* (**personal flotation devices**) may be worn instead of a lifejacket on any pleasure craft. They are usually more comfortable than the lifejackets but they don't perform as well. For example, they may not have much turning capability, although they must not tend to turn the wearer face down. These are available in all colors. Some are for specific purposes such as water skiing, kayaking, and hypothermia protection.

In Canada as in the United States, PFDs are available as *inherently buoyant* and *inflatable*.

Inherently buoyant PFDs come in sizes for persons weighing:

- More than 41 kilograms (90 lbs)
- 2–41 kilograms (59–90 lbs)
- 14–27 kilograms (31–60 lbs)
- 9–14 kilograms (20–31 lbs)

The inherently buoyant PFD must provide at least 7 kilograms (15.5 lbs) buoyancy.

Inflatable PFDs must be worn when on deck to count as a lifejacket or flotation device. They are not approved for use in white water paddling or for personal water craft (PWCs) or for persons less than 16 years of age. The most common type is the vest or suspender type, which can be manually or automatically inflated when the wearer goes into the water. They provide 15.3 kilograms (33.7 lbs) buoyancy. The pouch or belt-type PFD is manually activated and after inflation requires the wearer to slip the inflated pouch over their head. This type provides 10.2 kilograms (22.5 lbs) buoyancy.

A pleasure craft is not required to carry a personal flotation device or lifejacket of appropriate size for any infant who weighs less than 9 kilograms (19.8 lb) or person whose chest size exceeds 140 centimeters (55 in). Nevertheless, a lifejacket must be carried for these individuals.

A person, who ordinarily resides in a country other than Canada, may bring aboard a pleasure craft a wearable personal flotation device or lifejacket that conforms to the laws of that (other) country. This will count as one of the one-per-person requirement.

FIRE EXTINGUISHERS

Fire Extinguishers General Discussion

The basic types are as follows:

Type A: For wood, cloth, paper, trash, and other common materials. These fires are put out by “heat absorbing” water or water based materials or smothered by dry chemicals.

Type B: For oil, gasoline, grease, paints, and other flammable liquids. These fires are put out by smothering (depriving the oxygen supply), preventing the release of combustible vapors, or stopping the combustion chain. Use Halon, dry chemicals, carbon dioxide, or foam.

Type C: For “live” electrical equipment. These fires are put out by the same process as Type B, but the extinguishing

material must be electrically nonconductive. Use Halon, dry chemicals, or carbon dioxide.

Type D: For combustible metals such as magnesium. These fires are put out by smothering or heat absorption.

Combinations of the above letters indicate the extinguisher will put out more than one type of fire. For example a type ABC will put out all three types of fire. Type D is not combined with other types. A number in front of the Type, such as 10B, shows the "size" of the fire an extinguisher will put out. The base line numbers are as follows:

Class 1A: The number 1 is equivalent to the fire extinguishing capacity of 1.25 gallons (4.7 l) of water.

Class 1B: Will put out an area of flammable liquid that is 1.0 square foot (929 sq cm) in size.

Any number other than "1" simply indicates the extinguisher will put out a fire that many times larger, for example "10A" will put out a fire 10 times larger. A number does not precede type C.

Even though type A is not required on a boat in either the United States or Canada, a type ABC makes sense since you never have to think about what type of fire you are using it on.

USCG Fire Extinguisher Ratings

Unlike the Underwriters Laboratories (UL) ratings, the U.S. Coast Guard uses a rating system where Class B is divided into Size I or Size II, based on the weight of the extinguishing agent.

USCG Classification -Type and Size	B-I	B-II
UL Listed equivalent (approximate as this will not always match)	5B	10B
Carbon Dioxide (minimum pounds)	5.0	15.0
Dry Chemical (minimum pounds)	2.0	10.0
Halon (minimum pounds)	2.5	10.0

Canada Fire Extinguisher Ratings

Canada recently switched from the Size I, II, or III rating system to the UL system described above. Extinguishers approved by any of the following agencies are recognized by Canada: UL of Canada, Transport Canada, British Board of Trade for Marine Use, or U.S. Coast Guard.

VISUAL DISTRESS SIGNALS**Visual Distress Signals: United States****Combinations of Visual Distress Signals for Boats Greater Than 16 feet (5m).**

A least one signal approved for day use and one signal approved for night use must be carried. Pyrotechnic signals require a quantity of three to meet the requirement as one signal. Table 2-8 shows types of signals approved for this purpose under 46 CFR (46 Code of Federal Regulations).

Signal Device	Meets Reqmnt For		Number Required	Height	Burn Time	46CFR Number
	Day	Night				
Orange Flag	✓		1			160.072
Electric Distress Light		✓	1		6 hrs	161.013
Hand Held Red Flare		✓	3		2 min	160.021
Floating Orange Smoke Signal 40CFR160.022	✓		3		5 min	160.022
Floating Orange Smoke Signal 40CFR160.057	✓		3		15 min	160.057
Pistol Projected Parachute Red Flare	✓	✓	3	45 m (150 ft)	30 sec	160.024
Hand-Held Rocket Propelled Parachute Red Flare	✓	✓	3	150 m (500 ft)	30 sec	160.036
Hand-Held Orange Smoke Signal	✓		3		50 sec	160.037
Distress Signal for Boats — Red Aerial Pyrotechnic Flare	✓	✓	3	n/a	5.5 sec	160.066

TABLE 2-8: Visual Distress Signals (United States)

Orange Distress Flag

The approved orange distress flag is at least 3 by 3 feet with a black square and ball on the orange background.

Electric Distress Light

Must be marked as U.S. Coast Guard approved. Will automatically flash the Morse SOS distress signal. The short flashes are at 1/3-second intervals and the long flashes are 1-second intervals.

Pyrotechnic Distress Signals

These are to be marked as U.S. Coast Guard approved and must not be older than the expiration date, although expired signals may be carried but cannot be counted toward the requirement. In table 2-8 the column labelled "Number Required" specifies the number of devices needed to qualify as one signal.

Visual Distress Signals: Canada**Pyrotechnic Distress Signals**

Type of Device	Height	Burn Time
A: Parachute—single red star	300 meters (984 ft)	40 seconds
B: Multi star—two red stars	100 meters (328 ft)	4 seconds
C: Handheld red flare		1 minute
D: Handheld smoke signal		3 minute

TABLE 2-9: *Pyrotechnic Distress Signals: Canada*

Pyrotechnic signals must be less than four years old from the marked date of manufacture. They must be approved by Canada Coast Guard, Transport Canada, or SOLAS. Types of pyrotechnic signals used in Canada are shown in table 2-9.

EQUIPMENT NOT LEGALLY REQUIRED**Essential Equipment**

Some items such as VHF radios are not required in either the United States or Canada on smaller vessels. Others are not required in the United States, although they are required in Canada.

Consider visual distress signals, which generally are not required where the body of water is less than 2 miles wide. It's going to be difficult to attract attention with only a sound signaling device if you are a mile off shore. A 3-foot-square orange flag a mile out isn't going to help much either, even though it meets the daytime visual signal requirement. Table 2-10 lists equipment items that could or should be considered essential equipment.

Equipment	Comments
VHF Radio	Acquire a VHF radio regardless of vessel size or type if you are operating in an area where VHF is in use. Even Kayakers have been rescued only because they had a hand held VHF with which to call for help.
First Aid Kit	Size and comprehensiveness depend on the nature of the voyage.
Orange Smoke Signals	For daytime use these will attract attention from a long way off far better than a flag.

Equipment	Comments
Red Flares	For night use these will attract more attention more than a flashlight. On larger bodies of water an aerial flare will be seen from a further distance.
USCG certified electric distress light.	For night use the nice thing about these is, in addition to automatically flashing SOS; they keep operating for a minimum of 6 hours.
Waterproof flashlight	On any vessel out between sunrise and sunset — so you can see, or signal if you lose power.
GPS	On a larger body of water —when you make that VHF call for help you can tell people exactly where you are. Newer VHF radios with DSC capability accept coordinates from a GPS and signal for help at the push of a button (if they've been set up properly).
Anchor	Should be on all but the smallest of specialty craft.
Reboarding Device	On any vessel with more than about 1-1/2 ft (0.5m) of freeboard, a ladder, or a block and tackle, or other means of getting a person out of the water. On larger vessels plan for a way to recover an unconscious person.
Oars or Paddles	On smaller boats
Bailing Equipment	On smaller craft this can be as simple as a bucket or manually powered pump. On larger vessels at least two bilge pumping systems; one automatic and one manually operated high volume.
Compass	On all but the smallest bodies of water.
Charts	Anywhere outside of completely familiar waters or on any larger waters.
Radar Reflector	The purpose of the radar reflector is to ensure that other boats, particularly large ones, can see you on their radar. Needed in waters and situations where fog is possible. These should be considered by anyone venturing offshore. Rule 40 of the Canadian Collision Regulations requires these for boats that are made of non-metallic (read non radar reflective) material. This does not apply where compliance is not essential for the safety of the vessel or in areas where radar navigation is not used.
Radar	Should be considered a requirement for running at night and/or in fog. Highly recommended for vessels offshore.

TABLE 2-10: *Essential Equipment*

Suggested Equipment

Other equipment that should be on board

Binoculars	<input type="checkbox"/>
Boat hook	<input type="checkbox"/>
Dock lines	<input type="checkbox"/>
Equipment	<input type="checkbox"/>
Fenders	<input type="checkbox"/>
Spare anchor	<input type="checkbox"/>
Spare parts	<input type="checkbox"/>
Spare propeller	<input type="checkbox"/>
Spare tiller	<input type="checkbox"/>
Spotlight	<input type="checkbox"/>
Throwable horseshoe buoy or lifebuoy with line	<input type="checkbox"/>
Tools	<input type="checkbox"/>
Towline	<input type="checkbox"/>

TABLE 2-11: *Suggested Equipment*

Essential Offshore Equipment

For safety offshore, additional equipment is essential. The equipment type and performance will depend on how far offshore you plan to go, as crossing an ocean is obviously different than fishing 5 miles off. The following table shows only the most essential items, as there is a lot of other equipment that needs to be considered when venturing far offshore.

Satellite EPIRB (406 MHz)	When activated will send an emergency radio distress signal via geostationary satellite. An EPIRB with GPS will send an accurate position as a part of the distress message. These must be registered with NOAA. EPIRB = Emergency Position Indicating Radio Beacon
Inflatable Life Raft	These should be Coast Guard approved and be of sufficient size for everyone on board.
SSB Marine Radio	This is a short wave radio used for long distance communication where you are beyond the range of VHF radio.

TABLE 2-12: *Essential Offshore Equipment*

ENVIRONMENTAL REGULATIONS

POLLUTION PREVENTION REGULATIONS: UNITED STATES

Discharge of Refuse From Vessels

The International Convention for the Prevention of Pollution from Ships 1973 (MARPOL Annex V) deals with disposal of refuse including sewage from boats and ships. The United

States passed the Act to Prevent Pollution from Ships, which implements the Convention.

Any U.S. ship must comply with the act worldwide. Any non-U.S. ship must comply within the U.S. Exclusive Economic Zone 200-mile limit.

It is illegal to discharge any refuse in United States navigable waters including the Great Lakes and inland waters.

Minimum Distance from Nearest Land (Nautical Miles)	Garbage Type
3 nm	Paper, rags, glass, food waste, ground to less than 25 mm (1 in) mesh size
12 nm	Paper rags, glass food waste greater than 25 mm (1 in) size
25 nm	Dunnage, lining and packing materials
Disposal prohibited	Plastics including so-called biodegradable plastics.

TABLE 2-13: Refuse Discharge Rules

Sewage Disposal

The Clean Water Act (33 USC 1322) prohibits the dumping of untreated sewage within 3 miles of shore. All vessels, including foreign flag vessels, are required to have USCG certified MSDs (marine sanitation devices) designed to prevent discharge of inadequately treated sewage (fecal coliform count greater than 200 per 100 ml or suspended solids greater than 150 mg/l).

Type I MSD — a discharge device that treats sewage with chemical or other means. Discharge coliform count must be less than 1000 / 100 ml and suspended solids less than 150 mg / l.
Type II MSD — a discharge device that treats sewage to a higher standard than the Type I device. Treatment is usually biological although some physical treatment units (incineration, etc.) are approved. Discharge coliform count must be less than 200 / 100 ml and suspended solids less than 150 mg / l.
Type III MSD — This is a zero discharge MSD. All sewage is stored on board in holding tanks until it can be pumped out at a pump out facility or at sea.

TABLE 2-14: Types of MSD

The states can implement laws and regulations that completely prohibit treated or untreated sewage discharge, and many states have already done so.

Vessels under 65 feet must have a type I, II, or III MSD if toilets are installed.

Oil Discharge

The Federal Water Pollution Control Act (FWPCA) prohibits the discharge of oil or oily waste into U.S. waters. This includes any discharge which causes a film or discoloration of the surface of the water or causes a sludge or emulsion beneath the surface of the water.

Vessels longer than 26 feet (8 m) must display an oil pollution placard which measures at least 5 inches by 8 inches (13 cm by 20 cm), placed in each machinery space and which states:

DISCHARGE OF OIL PROHIBITED

The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into or upon the navigable waters of the United States, or the waters of the contiguous zone, or which may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United States, if such discharge causes a film or discoloration of the surface of the water or causes a sludge or emulsion beneath the surface of the water. Violators are subject to substantial civil penalties and/or criminal sanctions including fines and imprisonment.

POLLUTION PREVENTION REGULATIONS: CANADA

Discharge of Refuse

Generally no ship may discharge garbage into Canadian waters or fishing zones of Canada. Garbage is defined as solid galley waste, food waste, paper, rags, plastics, glass, metal, bottles, crockery, junk, or similar refuse. Canadian waters means the territorial sea of Canada and all internal waters of Canada. Per *Canada Shipping Act—Regulations Respecting the Prevention of the Pollution of Waters by Garbage From Ships*.

Sewage Disposal

Discharge of treated or untreated sewage is prohibited by Federal Law in certain specified waters of British Columbia and Manitoba. There are no specific provisions for treated sewage as opposed to untreated sewage as in the United States. Per *Canada Shipping Act—Pleasure Craft Sewage Pollution Prevention Regulations*.

Provinces may have their own more stringent laws and regulations regarding sewage disposal. For example, discharge of treated or untreated sewage is prohibited in any Ontario waters. A vessel with a toilet on those waters where sewage discharge is prohibited must have a holding tank installed

and any means of discharge disconnected. Portable toilets are not permitted on Ontario waters.

CUSTOMS AND IMMIGRATION

ENTERING AND LEAVING THE UNITED STATES

Entering the United States

Boats entering the United States must clear U.S. Customs and Immigration at a *Port of Entry* (POE). All persons aboard must present themselves and must have proof of citizenship identification, such as a passport or birth certificate. Driver's licenses are usually unacceptable.

Alternative means of reporting include using the OARS system, or having an I-68 Canadian Border Boat Landing Program form or having a NEXUS member proximity card. All three of these alternatives are described below.

Any vessel over 30 feet (9.1 m) must also have or must purchase a *customs decal* that is good for one year. Cost is \$25 for the year. At some ports vessels less than 30 feet may be required to purchase the decal since local rules can apply for customs as well as immigration.

Customs decals may be obtained by completing form CF-339V which can be obtained by:

- Calling Decal Inquiries at (317) 298-1200, ext. 1245
- From a local U.S. Customs port
- By downloadable form via the forms links on the right side of the web page: <http://www.customs.gov/travel/travel.htm>
- You can also apply online at the same website

It's a good idea to get the decal in advance since you could be subject to considerable delays getting one while entering at a POE. Also, you must have the decal if you plan on using the I-68 program or OARS system (both described below) for travel between the United States and Canada.

Leaving the United States

It is a little known fact that the captain of a boat leaving the United States must clear the vessel and all guests out of the country. In particular, any non-U.S. citizens aboard must be cleared by the U.S. Immigration and Naturalization service. Failure to do so may result in the foreign citizen not being allowed to re-enter the United States and can also result in a large fine for the captain. Here is some wording from the regulation:

Sec. 231.2 Departure manifest for passengers.

The master, captain, or agent of every vessel or aircraft departing from the United States for a foreign place or outlying possession of the United States shall present a departure manifest to the immigration officer at the port of departure. The manifest must be in the form of a properly completed departure portion of Form I-94, Arrival/Departure Record, for each person on board except for United States citizens, and lawful permanent resident aliens of the United States. No manifest is required for a vessel or aircraft departing on a trip directly for and terminating in Canada, or departing from the United States Virgin Islands directly to the British Virgin Islands on a trip terminating in the British Virgin Islands.

Sec 231.3 Exemptions for private vessels and aircraft.

The provisions of this part relating to the presentation of arrival and departure manifests shall not apply to a private vessel or private aircraft not engaged directly or indirectly in the carriage of persons or cargo for hire.

Section 231.3 seems to exempt recreational boaters; however, you would be wise to check with Customs and Border Protection before departing. Also note that there is similar requirement for an arrival manifest. A Google search for "Sec 231.2 Departure Manifest" will bring up all the relevant language.

U.S. Ports of Entry

The following list of ports of entry was compiled from United States Homeland Security, Customs and Border Protection websites. This information (particularly phone numbers) changes frequently so you would be wise to verify these locations and numbers in advance.

Hawaii	
Honolulu	808-522-8012
Alaska	
Anchorage	907-271-2675
Juneau	907-586-7211
Ketchikan	907-225-2254
Kodiak	907-271-2675
Skagway	907-983-2325
Sitka	907-747-3374
Valdez	907-835-3597
Wrangell	907-874-3415
Washington	
All Ports	800-562-5943
Blaine	360-332-6318
Seattle	206-553-4406
Lynden	360-354-2183
Bellingham	360-734-5463
Anacortes	360-293-2331

Friday Harbor	360-378-2080
Point Roberts	360-945-2314
Tacoma	360-332-7650
Aberdeen	360-310-0109
Everett	425-259-0246
Moses Lake	509-762-2667
Port Angeles	360-457-4311
Port Townsend	360-385-3777
Oroville	509-476-3132
Oregon	
Astoria	503-325-5541
Coos Bay	541-267-6312
Newport	541-265-6456
Portland	503-325-5541
California	
Eureka	707-442-4822
Los Angeles	562-366-5555

San Diego	619-557-5370
San Francisco	415-782-9200
San Luis Obispo	805-595-2381

Texas

Most Ports	800-973-2867
Brownsville/ Los Indios	956-548-2744
Corpus Christi	361-888-3352
Port Aransas	512-888-3352
Port Lavaca	512-888-3352
Port O'Connor	512-888-3352
Rockport	512-888-3352
Freeport	979-233-3004
Houston	281-985-6700
Galveston	409-766-3624
Houston Seaport	281-671-7701
Port Arthur	409-727-0285

Louisiana

All Places	504-589-3771
New Orleans	504-589-4522
Baton Rouge	225-389-0261
Gramercy	225-869-3765
Lake Charles	337-439-5512
Morgan City	985-384-6658

Florida Gulf

Fort Myers	941-561-6205
Key West	305-296-5411
Panama City	850-785-4688
Pensacola	850-432-6811
Port Everglades	954-356-7240
Port Manatee	941-634-1369
St. Petersburg	727-536-7311
Tampa	813-228-2385

Florida Atlantic

Cape Canaveral	321-783-2066
Fernandina Beach	904-261-6154
Jacksonville	904-360-5020
Miami Seaport	305-536-5261
South Florida	800-432-1216

Georgia

Brunswick	912-262-6692
Savannah	912-447-9400

South Carolina

Charleston	843-884-2367
Georgetown	843-884-2367

Myrtle Beach	843-884-2367
Morehead City - Beaufort	252-726-5845
Wilmington	910-772-5900

Virginia

Newport News	757-533-4211
Norfolk (Portsmouth)	757-533-4211
Richmond (Petersburg)	757-533-4211
Alexandria	

Maryland

Baltimore	410-962-2666
-----------	--------------

Delaware

Both Places	800-743-7416
Wilmington	215-597-4648
Dover	215-596-1972

Pennsylvania

Philadelphia	215-597-4648
--------------	--------------

New Jersey

New York / Newark	201-443-0110
Perth Amboy	201-443-0415

New York (Atlantic)

New York / Newark	201-443-0110
Pier 92 North River	212-399-2901
Rosebank Staten Island	718-816-0469

Connecticut

Bridgeport	203-367-9487
New Haven	203-773-2040
New London (Hartford)	203-442-7123

Rhode Island

Providence	401-941-6326
Newport	401-847-2744

Massachusetts

Boston	
Fall River (New Bedford)	508-994-5158
Gloucester	978-921-0782
Lawrence (Gloucester)	978-921-0782
New Bedford	508-994-5158
Plymouth (New Bedford)	508-994-5158
Salem (Gloucester)	978-921-0782

New Hampshire	
Portsmouth	603-433-0737
Maine	
Portland	207-771-3600
Bar Harbor	207-288-4675
Bath	207-771-3605
Belfast	207-338-3954
Eastport	207-853-4313
Jonesport	207-454-3621
Rockland (Belfast)	207-338-3954
Vermont	
Highgate Springs	802-868-2778
New York (St Lawrence)	
Champlain	518-298-8346
Rouses Point	518-297-2441
Alexandria Bay	315-482-2472
Massena	315-769-3091
Ogdensburg	800-827-2851
Buffalo	800-927-5015
Rochester	877-833-0880
Pennsylvania	
Erie	814-833-1355
Ohio	
Ashtabula/ Conneaut	440-998-3073
Cleveland	440-891-3800
Toledo/San- dusky	888-523-2628

Michigan	
Algonac	810-794-3321
Detroit	313-226-3140
Marine City	810-795-5454
Bay City / Saginaw/Flint	989-695-2871
Drummond Island	906-493-5232
Freeland	517-695-2871
Port Huron	810-985-7125
Rogers City	517-734-3160
Sault Ste. Marie	906-632-7221
Battle Creek (Inland)	616-965-3349
Grand Rapids	616-456-2515
Illinois	
Chicago	312-983-1100
Waukegan	847-336-2136
Wisconsin	
Milwaukee	414-571-2860
Racine	262-633-0286
Green Bay	920-496-0606
Minnesota	
Grand Portage	218-475-2244
Duluth	218-720-5203
Grand Marais	218-387-1148
International Falls	218-283-2541
Baudette	218-634-2803
Warroad	218-386-2796

U.S. I-68 Canadian Border Boat Landing Program

The *I-68 program* allows persons entering the United States from Canada in small recreational boats to obtain a boating permit for an entire season. The permit allows multiple entries into the United States with only a phone call to the INS being required to clear each entry. There are specific phone numbers to call for various geographic areas.

The I-68 program is most widely used in the Great Lakes and St Lawrence River area, and although available, is not used much between Alaska and Canada, or in the Pacific Northwest.

Note that the I-68 program does not work if even one person on the vessel does not have an I-68. In that event clearing in person or by the OARS system is required. Also the I-68 program is suspended during Orange or higher alert levels.

United States citizens or lawful permanent residents and Canadian citizens or landed immigrants of Canada are eligible to apply for Form I-68. Persons who are not U.S. citizens or permanent residents must stay in the shoreline area and for no more than 72 hours each visit.

Applicants for the I-68 must appear in person for an interview at an INS facility that issues them. Cost is \$16 per person with a cap of \$32 per family. Children under 14 years of age are listed on the parents' form and those 14 and over will have their own I-68 issued. This information changes frequently so check before going to one of these locations.

U.S. I-68 Application Locations

Washington	
Blaine	360-945-2314
Point Roberts	800-562-5943
Minnesota	
Rainy Lake, International Falls,	218-283-8611
Warroad	218-386-2796
Lake Superior, Grand Portage, Highway 61 POE	218-475-2494
Lake Superior, Duluth, Office 515 E 1st Street	218-720-5207
Michigan	
Lake Superior, Sault Ste. Marie, International Bridge	906-632-8822
Detroit River, Detroit, Ambassador Bridge	313-963-4408
Detroit River, Detroit, Detroit Tunnel	313-568-6019
St Clair River, Port Huron, 1410 Elmwood St -Bridge	810-982-0133
Illinois	
Lake Michigan, Chicago, O'Hara Intl Terminal 5	773-894-2940
Ohio	
Lake Erie, Cleveland, Burke Lakefront Airport	216-522-2265
Lake Erie, Sandusky, 158 E Market Street	419-625-2194
Lake Erie, Toledo, 420 Madison Ave	419-259-6474
Pennsylvania	
Lake Erie, Erie, Erie Airport	814-833-8267
New York	
Niagara River, Buffalo, Peace Bridge POE	716-885-3367
Niagara River, Buffalo, Rainbow Bridge POE	716-282-3141 x323
Niagara River, Buffalo, Lewiston POE	716-285-1676
St Lawrence, Thousand Islands, I-81 POE (Bridge)	315-482-2681
St Lawrence, Ogdensburg, POE (Bridge)	315-393-0770
St Lawrence, Massena, POE (Bridge)	315-764-0310
St Lawrence, Toronto, Pearson Intl Airport	905-676-2563
St Lawrence, Ottawa, Ottawa Intl Airport	613-523-2105
St Lawrence, Montreal, Dorval Airport	514-631-2098

Lake Champlain, Champlain, POE Highway I87	518-298-7900
Lake Champlain, Rouses Point, POE Route #11	518-297-7521
Lake Champlain, Swanton, POE Highway I89	802-868-3349
Maine	
Border NB, Houlton, Route 95	207-532-2906
Vermont	
Border QB, Derby Line, I-91 South	802-373-3316

U.S. Canadian Border Outlying Area Reporting Stations (OARS)

The *Outlying Area Reporting Station (OARS)* was developed as an alternative to the I-68 program described above. Currently the OARS system is available only in INS regions east of Minnesota.

The OARS system allows persons arriving by boat from Canada to clear U.S. immigration by using one of approximately 30 videophones located at various docks and marinas. All persons on board the vessel must present themselves for inspection and clearance at the videophone. The applicant and the immigration officer can see and converse with each other and documents are presented to a document camera.

The OARS program uses videophones, typically located at public docks or marinas, which boaters may use to report to U.S. immigration inspectors.

The OARS system is suspended when the alert level is Orange or higher.

U.S. citizens, Lawful Permanent Residents of the United States, Canadian citizens, Landed Commonwealth Residents of Canada, and nationals of designated Visa Waiver Pilot Program countries with a valid, stamped I-94 or I-94W, Arrival/Departure Record are eligible to participate in this program. These locations change with time so call ahead to a nearby POE to verify the location still exists.

Locations of OARS Videophones

Minnesota—Lake of the Woods	
Northwest Angle	Grumpy's Resort
Northwest Angle	Young's Bay
Northwest Angle	Jim's Corner (Drive In)
Rainey Lake	Bohman's Landing (Land)
Michigan—Lake Huron	
Mackinac Island	Mackinac Island (not operational 15Aug03)
Ohio—Lake Erie	
Ashtabula	Ashtabula City Dock
Cleveland	East 55th Street Marina

Eastlake	Chagrin Lagoon Yacht Club
Fairport Harbor	Grand River Marina
Mentor	Mentor Lagoons Marina
Port Clinton	Brand's Dry Dock
Sandusky	Cedar Point Marina
South Bass	Put-in Bay Dockmaster's Office
Pennsylvania—Lake Erie	
Erie	Lampy Marina
Erie	Public Dock—Dobbins Landing
Erie	Perry's Landing Marina—Fuel Dock
Presque Isle	Presque Isle State Park
New York—Lake Erie	
Buffalo	Erie Basin Marina
New York—Lake Ontario	
Lewiston	Near Riverside Inn
North Tonawanda	Pinocle Park
Olcott	Public Dock Building
Oswego	Oswego Marina
Sackets Harbor	Navy Point Marina
Wilson	Tuscarora State Park
Youngston	Youngstown Yacht Club
New York—St Lawrence River	
Alexandria Bay	Front Public Dock
Clayton	Public Town Dock
Morristown	Edwin Dobisky Recreation Bldg. City Marina
Ogdensburg	Public Town Dock
Waddington	Public Town Dock
Maine—East Grand Lake	
Orient	Dickensen's Marina
Vermont—Lake Memphremagog	
Newport	Newport City Dock

Western U.S. Small Boat Reporting System (SBRS)

In the Pacific Northwest an alternative to the I-68 program exists which is known as the *small boat reporting system* (SBRS). An I-68 can be obtained at the Blaine POE, but SBRS has been much more widely used in the northwest for repeated returns to the United States from Canada. It appears the SBRS is now being phased out and participants in the SBRS are now encouraged to enroll in either the I-68 or Nexus program.

The NEXUS Member Proximity Card

The *NEXUS* card is part a joint United States and Canada program which allows for entry to both Canada and the U.S. This program has definite advantages over the I-68 and Canpass (described below) programs. The primary advantage

for recreational boaters is that it allows boaters to enter the United States or Canada by placing a phone call in lieu of reporting in. All persons on board must have a NEXUS card for this to work, otherwise the boat must report in at a port of entry.

All the language quoted below is taken from a document titled Pleasure Boat Fact Sheet available at the Department of Homeland Security/Customs and Border Protection website at www.cbp.gov.

The NEXUS alternative inspection program allows pre-screened, low-risk travelers to be processed with little or no delay by United States and Canadian border officials. Approved applicants are issued a photo-identification/proximity card. Participants cross the border in a dedicated lane, where they present their membership identification and proximity card, and make a declaration. They are then released, unless chosen for a selective or random secondary referral.

A NEXUS member will have the benefit of the expedited processing in both marine and highway modes. Becoming a member of the NEXUS alternative inspection program simplifies border crossings for pre-approved, low-risk travelers. As NEXUS members, recreational boaters have the privilege of entering the United States from Canada for recreational purposes with only the need to report their arrival to CBP by placing a telephone call. Boaters can use their NEXUS membership in lieu of the I-68 for reporting purposes.

Who Qualifies for NEXUS?

Individuals may qualify to participate in NEXUS if they are a citizen or permanent resident of the United States or Canada, or are a non-permanent resident who can demonstrate a need to use the NEXUS lanes. However, individuals may not qualify if they:

- Are inadmissible to the United States or Canada under applicable immigration laws;
- Provide false or incomplete information on their application;
- Have been convicted of a criminal offense in any country for which they have not received a pardon;
- Have been found in violation of customs or immigration law; or
- Fail to meet other requirements of the NEXUS program.

To participate, an individual's application must be approved by both the United States and Canada. If an individual does not meet the requirements of the program, their application will be denied.

What are the Benefits of NEXUS?

Individuals approved to participate in NEXUS receive an identification card to use at the border that allows them to:

- Use NEXUS-dedicated lanes in the United States and Canada; and
- Cross the border with a minimum of routine customs and immigration questioning.
- NEXUS membership allows recreational boaters the privilege of entering the United States from Canada for recreational purposes with only the need to report their arrival to CBP by placing a telephone call.

Because NEXUS is a harmonized program, applicants complete a single application form.

NEXUS also allows United States and Canadian Customs and Immigration officials to concentrate their efforts on potentially higher-risk travelers and goods, which helps to ensure security and integrity at our borders.

Finally, there is a cost benefit compared to other existing alternate inspection programs.

- Recreational boaters now pay \$40 CAD for a 5-year membership in the CANPASS Private Boat Program.
- Recreational boaters must pay an additional \$16 USD yearly for an I-68 permit.
- NEXUS will cost \$50 USD or \$80 CAD for 5 years.

Over a five year period recreational boaters would pay approximately \$110 USD. The total cost of the NEXUS program is \$50 USD for five years. This represents a significant cost saving of \$60 USD.

The Nexus toll-free information line (both U.S. and Canada) is:

1-866-NEXUS 26 (1-866-639-8726)

Application forms are obtained from the Canada Border Services Agency (CBSA) website at <http://www.cbsa-asfc.gc.ca/travel/nexus>.

ENTERING AND LEAVING CANADA

Entering Canada

Recreational boats entering Canada must report to Canada customs immediately upon arrival or proceed to an authorized telephone reporting marine site and call the telephone reporting center at 1-888-CANPASS (1-888-226-7277). No one except the captain may leave the boat until authorized. You may be instructed to wait for an inspector or to move the boat to another location.

CANPASS Private Boats Permit

The CANPASS program allows persons entering Canada from the United States in small recreational boats to obtain a boating permit for five years. The permit allows multiple entries into the Canada with a phone call to customs and im-

migration at 1-888-CANPASS (1-888-226-7277) at least four hours before arrival.

Note that this does not work if even one person on the vessel is not enrolled in the CANPASS program. In that event clearing at a designated reporting station is required.

United States citizens or lawful permanent residents and Canadian citizens or landed immigrants of Canada are eligible to apply for CANPASS.

The cost is \$40CDN per applicant over 18 years of age. Apply by completing form E672 and forwarding it to one of the following offices:

Western Canada
CANPASS Processing Centre
28-176th Street
Surrey BC V4P 1M7
Phone: (604) 535-9346

Ontario
CANPASS Processing Centre
P.O. Box 126
Niagara Falls ON L2E 6T1
Phone: (905) 371-1477
Toll free: 1-800-842-7647

Quebec and Atlantic Canada
CANPASS Processing Centre
400 Place d'Youville
Montréal QC H2Y 2C2
Phone: (514) 350-6137

Canada Ports of Entry

Because there are so many locations, they are not individually listed in the table below. These locations are not permanently staffed, rather they are marinas and yacht clubs where you may be directed to report in. Call the CANPASS number to find a specific location.

British Columbia, Vancouver Island	
Port Hardy	1
Rupert Inlet	1
Campbell River	3
Courtenay	1
Port Alberni	1
Nanaimo	5
Sidney	7
Victoria	4

British Columbia, Gulf Islands	
Bedwell	1
South Pender Island (summer only)	1
British Columbia, Mainland	
Prince Rupert	5
Vancouver Area	33
Surrey	1
White Rock	1

Crescent Beach	1
Osoyoos	2
Rossland	1
Creston	
Alberta, Waterton Lakes	
Chief Mountain	1
Ontario, Lake of the Woods	
Kenora	1
Rainy River	1
Ontario, Lake Superior	
Thunder Bay	1
Sault Ste Marie	15
Gore Bay	1
Ontario, Lake Huron	
Manitoulin Island	2
Port Severn	1
Owen Sound	2
Goderich	1
Sarnia	5
Lake Huron shoreline	22
Port Lambton	1
Ontario, Detroit River Area	
Windsor and Omstead	38
Ontario, Lake Erie	
Shoreline	8
Port Dover	3
Port Colborne	3
Fort Erie	14
Niagara River Area	15
Ontario, Lake Ontario	
Hamilton	46
Oakville	3
Mississauga	3
Toronto	27
Whitby	2
Oshawa	3
Port Hope	2
Cobourg	
Trenton	12
Kingston	13
Ontario, St Lawrence River	
Gananoque	2
Thousand Islands	26
Brockville	5
Prescott	2
Cardinal	1
Summerston	2
Morrisburg	2
Long Sault	1
Cornwall	6

Quebec, St Lawrence River	
Montreal	1
Shoreline	9
Saquenay	2
Quebec, Gulf of St Lawrence	
Gaspe Peninsula	2
Gaspe	1
Quebec Lake Champlain Area	
Philipsburg	3
Notre Dame du	
Mont-Carmel	1
Stanstead	1
New Brunswick, Gulf of St Lawrence	
Bathurst	1
Gulf 2 marinas	2
New Brunswick Bay of Fundy	
Saint John	1
St Andrews	1
Deer Island	
Grand Manan Island	1
New Brunswick Interior	
St Leonard	1
Fosterville	1
Prince Edward Island	
Charlottetown	1
Summerside	1
Nova Scotia - Gulf of St. Lawrence	
New Glasgow	1
Nova Scotia - Atlantic	
Port Hawkesbury	1
Halifax	1
Halifax	1
Lunenburg	1
Liverpool	1
Shelburne	1
Nova Scotia, Bay of Fundy	
Yarmouth	1
Kentville	1
Labrador	
Goose Bay	1
Newfoundland	
St John's	1
Other coastal locations	6

