Utah State Parks & Recreation
Carrying Passengers for Hire
Study Guide

WEAR IT UTAH!

UTAH

Utah State Parks

UTAH DNR STATE PARKS

CARRYING PASSENGERS FOR HIRE

STUDY GUIDE

This study guide was prepared using the best available information and was reviewed by a broad cross-section of boating experts. The study guide is a collection of Utah laws, rules and guidelines, along with best practices related to carrying passengers for hire. The goal of this study guide and associated test is to insure a basic knowledge level for Utah Captain/Guide License applicants. It is the hiring outfitting company's responsibility to insure Captains and Guides have the necessary experience, skills and abilities.

Black wording applies to all endorsements; green wording is specific to lake and reservoir endorsements.

STATEMENT OF POLICY

Utah's policy is to regulate and promote safety for persons and property in and connected with the use, operation and equipment of vessels. Utah must promote uniformity of laws and adopt and pursue a related educational program.

ENFORCEMENT OF STATE BOATING ACT

Administration and enforcement of the Utah State Boating Act falls under the supervision and direction of the Division of Utah State Parks and Recreation of the Department of Natural Resources.

BOATING ADVISORY COUNCIL

The Boating Advisory Council (BAC), consisting of nine members, has been appointed by the Board of Utah State Parks and Recreation to represent boaters and others in boating matters. There is one member from each of the following interests: Boating safety and education, sailing, personal watercraft, marine dealers, outfitting companies, paddle craft, boating anglers, water sports and motorboats.

GENERAL DEFINITIONS

Anchored – A vessel that is temporarily attached to the bed or shoreline of a waterbody by any method and the hull of the vessel is not touching the bed or shoreline. 73-18-2(1)

Agent – A person(s) designated by an outfitting company to act in behalf of that company in certifying: The verification of a license or permit applicant's vessel operation experience, appropriate first aid and CPR certificates and identifying information. The verification of an annual dockside or a five-year dry dock inspection of a vessel. R651-206-1(1)

Approved - Approved by the commandant of the United States Coast Guard. For carburetor backfire flame control devices "approved" also means it complies with Underwriters Laboratory test UL 1111 or complies with the Society of Automotive Engineers test SAE J-1928. R651-201-1

Beached – A vessel's hull is resting on the bed or shoreline of a waterbody. 73-18-2(2)

Board - The Board of Utah State Parks and Recreation. 73-18-2(3)

Boat livery - An entity, which holds any vessel for renting or leasing. 73-18-2(4)

Carrying passengers for hire - To transport persons on vessels or to lead persons on vessels for consideration. 73-18-2(5)

Certifying experience - Vessel operation or river running experience obtained within ten years of the date of application for the license or permit. R651-206-1(4)

Consideration - Something of value given or done in exchange for something given or done by another. 73-18-2(6)

Cubic feet per second - The volume of water represented by a flow of 1 cubic foot per second flowing by a particular point in one second. www.crcwd.org/page_98

Derelict Vessel – A vessel left, stored, or abandoned upon the waters of this state in a wrecked, junked, or substantially dismantled condition; and includes a vessel that is left at a Utah port or marina without consent of the agency or other entity administering the port or marina area; and a vessel left docked or grounded upon a property without the property owner's consent.

Float trip vessel - A vessel, or the components and equipment used to configure such a vessel that is designed to be operated on a whitewater river or section of river. A float trip vessel may be a raft with inflatable chambers or a configuration of metal and/or wood frames, straps or chains, and inflatable pontoon tubes that are integral

in maintaining the flotation, structural integrity and general seaworthiness of the vessel. R651-201-1(19)

License - A Utah Captain's/Guide's License or U.S. Coast Guard Master's License. R651-206-1(10)

Low capacity vessel - A vessel with a carrying capacity of three or fewer occupants (e.g., canoe, kayak, inflatable kayak or similar vessel). R651-201-1(11)

Moored – Means long term, on the water vessel storage in an area designated and properly marked by the division or other applicable managing agency.

Motorboat - Any vessel propelled by machinery, whether or not the machinery is the principal source of propulsion. 73-18-2(11)

Operate - To navigate, control, or otherwise use a vessel. 73-18-2(12)

Operator - The person who is in control of a vessel while it is in use. 73-18-2(13)

Other rivers - All rivers or river sections in Utah not defined by law (e.g., Chapter 18) as a whitewater river. R651-206-1(13)

Outfitting company - Any person who, for consideration:
-provides equipment to transport persons on all waters of Utah; and
-supervises a person who operates a vessels to transport passengers; or
-leads persons on vessels. 73-18-2(14)

Owner - A person, other than a lien holder, holding a proprietary interest in or the title to a vessel. "Owner" includes a person entitled to the use or possession of a vessel subject to an interest by another person, reserved or created by agreement and securing payment or performance of an obligation. *Owner does not include a lessee under a lease not intended as security. Example: a boat rental.* 73-18-2(15)

Permit - A Utah Boat Crew Permit. R651-206-1(14)

Personal Watercraft - A ***motorboat*** that is: less than 16 feet in length; propelled by a water jet pump; and designed to be operated by a person sitting, standing, or kneeling on the vessel, rather than sitting or standing inside the vessel. 73-18-2(16)

PFD - Personal Flotation Device (e.g., life jacket), which is approved for the type of use by the commandant of the U.S. Coast Guard. R651-215-1(1)

Sailboard - A wind-propelled vessel with a mast and sail that are held up by the operator who stands while operating the vessel. R651-210-2

Sailboat - Any vessel having one or more sails and propelled by wind. 73-18-2(17)

Vessel - Every type of watercraft, other than a seaplane on the water, used or capable of being used as a means of transportation on water. 73-18-2(18)
Vessel length - The measurement of the permanent part of the hull, from bow to stern, across the deck down the centerline, excluding sheer. R651-215-1(2)

Wakeless speed - An operating speed at which the vessel does not create or make a wake or white water trailing the vessel. This speed is not in excess of five miles per hour. 73-18-2(19)

Waters of this state - Any waters within the territorial limits of this state. 73-18-2(20)

Wear - To have the PFD worn properly with all fasteners connected. R651-215-1(3)

Whitewater canoe - A one or two person capacity hard hulled canoe designed for whitewater activities and is equipped with: floatation (e.g., factory end chambers or float bags) and thigh straps or retention devices to hold operator(s) in the vessel if it rolls. R651-215-1(4)

Whitewater river – A river or river section with Class III or above rapids when using the International Scale of River Difficulty, which includes the following Utah river sections:

- Green and Yampa rivers within Dinosaur National Monument,
- Green River in Desolation-Gray Canyon (Mile 96 to Mile 20)
- Colorado River in Westwater Canyon (Mile 127.5 to Mile 116),
- Colorado River in Cataract Canyon (Mile 0 to last active rapid), or
- Division recognized "whitewater rivers" in other states. R651-201-1(18)

River Flat Water Areas
On the Green River –

- From Red Creek Camp below Red Creek Rapid to the Indian Crossing Boat Ramp;
- From 100 yards below Taylor Flats Bridge to the Utah/Colorado state line in Browns Park;
- Within Dinosaur National Monument from the mouth of Whirlpool Canyon (Mile 214) to the head of Split Mountain Gorge (Mile 208);
- From the mouth of Split Mountain (Mile 200) to Jack Creek Rapid (Mile 70) in Desolation Canyon;
- And from the Green River Diversion Dam (Mile 128) below Gray Canyon to the confluence (Mile 0) with the Colorado River.

On the Colorado River:

- From the Colorado/Utah state line (Mile 131.75) to the Westwater Ranger Station (Mile 127.5);
- From Big Hole Canyon (Mile 116) in Westwater Canyon to the Hittle Bottom Boat Ramp (Mile 88);
- From Drinks Canyon (Mile 70) to the Confluence with the Green River (Mile 0);
- After the last active rapid in Cataract Canyon.

- On the San Juan River, after the last active rapid prior to Lake Powell. R651-215-10

Outfitting Companies and Agents

Each outfitting company carrying passengers for hire on waters of this state shall register with the Division annually prior to commencement of operation. Outfitting company registration with the Division requires the completion of the prescribed application form and provision of the following:

- a current and valid business license;
- a current and valid river trip authorization(s), Special Use Permit(s), or performance contract(s) issued by an appropriate federal or state land managing agency;
- general liability insurance coverage; and
- pay appropriate fee R651-206-2(1)

Upon successful registration with the Division, the Division shall issue a certificate registration in the name of the outfitting company. An outfitting company shall display its certificate of outfitting company registration at its place of business in a prominent location, visible to persons and passengers who enter the place of business.

All outfitting companies MUST:

- Have a written policy describing a program for a drug-free workplace.
- Maintain each vessel in its fleet according to good marine practices and standards.
- Ensure that each vessel used in the service of carrying passengers for hire meets the maintenance and inspection requirements, if such inspections are required of a vessel.
- Maintain a file of maintenance and inspections for each vessel, or the components and equipment that configure a float trip vessel, for which inspection is required.
- Maintenance and inspection files for the duration in which the vessel is in the service of carrying passengers for hire, plus one additional year.
- Carry general liability insurance for a minimum of $1,000,000 aggregate per incident.
- Maintain a training log for each of its vessel operators.
- Maintain a voyage plan and a passenger manifest, on shore, for each trip or excursion the company conducts.
- Maintain a daily or trip operations log for each of its vessels.
- Ensure that each of its vessel operators conducts a check of the vessel he or she will be operating. R651-206-2(5-8, 10-13)
    - Vessel Checks shall include:
        - passenger count;
        - discussion of safety protocols and emergency operations with passengers on board the vessel;

- check of the vessel's required carriage of safety equipment;
- check of the vessel's communication systems;
- check of the operation and control of the vessel's steering controls and propulsion system; and
- check of the vessel's navigation lights, if the vessel will be operating between sunset and sunrise. R651-206-2(9)

Suspension or Revocation of an Outfitting Company Registration

An outfitting company's annual registration with the Division may be suspended, denied, or revoked for a length of time determined by the Division director, or an individual designated by the Division director, if the outfitting company or agent:

- Caused personal injury or death due to negligence;
- Is convicted of three violations or rules in one year;
- Used false or fictitious statements were certified or false qualifications to qualify a person to obtain a license or permit for an employee or others;
- Intentionally provided false or fictitious statements or qualifications when registering;
- Utilized a private trip permit for carrying passengers for hire and has been prosecuted by the issuing agency and found guilty of the violation;
- Used a vessel operator without a valid license or permit or without the appropriate license or permit while engaging in carrying passengers for hire; or
- Is convicted of violating a resource protection regulation or public safety regulation in effect by the respective land managing and/or access permitting agency. R651-206-2(4)

Role of Certifying Agent

An agent of an outfitting company shall certify that each license or permit applicant sponsored by the outfitting company has:

- Obtained the minimum levels of required vessel operation experience corresponding to the type of license or permit applied for;
- Obtained the appropriate first aid and CPR certificates; and
- Complete the prescribed application for with true and correct identifying information. R651-206-2(3)

Utah Captain's/Guide's License & Utah Boat Crew Permits

Utah requires that those who operate vessels engaged in carrying passengers for hire;

- On sole state waters to possess a valid and appropriately endorsed Utah Captain/Guide License or Utah Boat Crew Permit issued by the Division.
- On the waters of Bear Lake, Lake Powell and Flaming Gorge to possess valid and appropriately endorsed U.S. Coast Guard Master's License
- When the holder is carrying or leading persons for hire on non-motorized vessels, a Utah Captain's/Guide's License is valid on the waters of Bear Lake, Flaming Gorge, and Lake Powell when operating a vessel exiting from a river to the first appropriate and usable take-out or launch ramp on a lake or

reservoir, a Utah Captain's/Guide's License or Utah Boat Crew Permit, with the appropriate whitewater river or other river endorsement, is valid. R651-206-3(1)

- A license or permit must be accompanied by current and appropriate first aid and CPR certificates. A photo copy of both sides of the first aid and CPR certificates are allowed when carrying passengers for hire on rivers.

Utah Captain's/Guide's License Application

To obtain a license, the applicant must:

- Be at least 18 years of age as of the date the application is received by the Division
- Complete the prescribed application form
- Have application information verified by an agent of the employing outfitting company
- Complete application signed by the applicant and by an agent of the employing outfitting company
- Provide documentation of vessel operation experience that has been obtained within 10 years previous to the date of application
- Provide an original proof of current and valid first aid and CPR certifications
    - First aid certificate must be issued for an American Red Cross Emergency Response course or an equivalent course from a reputable provider whose curriculum is in accordance with the USDOT First Responder Guidelines or the Wilderness Medical Society Guidelines for Wilderness First Responder.
    - CPR certificate must be issued for an American Red Cross, American Heart Association, American Safety and Health Institute, National Safety Council CPR or BLS course, or an equivalent course from a reputable provider whose curriculum is in accordance with the 2010 Consensus on Science for Cardiopulmonary Resuscitation (CPR) and Emergency Cardiovascular Care (ECC).
- Complete a multiple-choice, written examination administered by an agent of the Division

First aid and CPR certificates must include the following information:

- Name, or title of the course,
- Course provider,
- Length of certification, and
- Name of the person certified and legible name of the course instructor

Note: Licenses must be accompanied by current and appropriate first aid and CPR certificates. A photocopy of both sides of the first aid and CPR certificates is allowed when carrying passengers for hire on rivers. R651-206-3(2a)

License Endorsement Requirements

Captain/Guide License Endorsements

Lake/Reservoir Captain is required when carrying passengers for hire on any lake or reservoir.

Tow Vessel Captain is required when towing or assisting other vessels for hire in this state.

Whitewater River Guide is required when carrying passengers for hire on any river section, including “whitewater,” “other,” and “flatwater” river designations.

Other River Guide is required when carrying passengers for hire on any river or river section designated as “other” or “flatwater.”

Lake and Reservoir Captain (LCG) - A minimum of at least 80 hours of actual vessel operation experience. At least 40 of these hours must be obtained while operating the vessel, or a similar vessel, that will be carrying passengers for hire on the specific lake or reservoir on which the operator will be carrying passengers for hire. The applicant shall provide proof of successful completion of a NASBLA approved boating safety course.

Tow Vessel Captain (TCG) - A minimum of at least 80 hours of actual vessel operation experience. At least 40 of these hours must be obtained while operating the vessel, or a similar vessel, that will be towing for hire on the specific lake or reservoir on which the operator will be towing vessels for hire. The applicant shall provide proof of successful completion of a NASBLA approved boating safety course.

Whitewater River Guide (Captain) (WCG) – A minimum of nine river trips on whitewater river sections. At least one of these trips must be obtained while operating the vessel, or similar vessel, on the respective river section on which the operator will be carrying passengers for hire. A Whitewater River Guide endorsement meets the requirements for an Other River Guide endorsement.

Other River Guide (Captain) (OCG) – A minimum of six river trips on any river section. At least one of these trips must be obtained while operating the vessel or similar vessel, on the respective river section on which the operator will be carrying passengers for hire.

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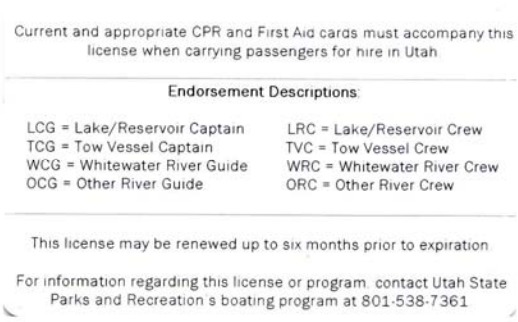


Expiration and Renewal of Utah Captain/Guide License

- A Utah Captain/Guide License will expire five years from the date of issue, unless suspended or revoked.
- A Utah Captain/Guide License may be renewed up to six months prior to expiration.
- The applicant must complete the prescribed application form along with adhering to the requirements described above.
- A current license holder may renew his license in a manner accepted by the Division. The renewed permit shall have the same month and day expiration date as the original license.
- A Utah Captain/Guide License that has expired must apply for a new license. R651-206-3(4)

Utah Boat Crew Permit Application

To obtain a Utah Boat Crew Permit, the applicant must:

- Complete the prescribed application form;
- Be at least 18 years of age as of the date the application is received;
- Have application information verified by an agent of the employing outfitting company;
- Completed application signed by the applicant and by an agent of the employing outfitting company;
- Provide documentation of vessel operation experience that has been obtained within the 10 years previous to the date of application;
- Provide original proof of current and valid first aid and CPR certifications:
    - First aid certificate must be issued for an American Red Cross Standard" or "Basic" first aid course, or an equivalent course from a reputable provider.
    - First aid certificate must be issued for an American Red Cross, American Heart Association, American Safety and Health Institute, National Safety Council CPR or BLS course, or an equivalent course from a reputable provider whose curriculum is in accordance with the 2005 Consensus on Science for Cardiopulmonary Resuscitation (CPR) and Emergency Cardiovascular Care (ECC).

First aid and CPR certificates must include the following information:

- Name, or title of the course,
- Course provider,
- Length of certification, and
- Name of the person certified and legible name of the course instructor;

Note: Permits must be accompanied by current and appropriate first aid and CPR certificates. A photocopy of both sides of the first aid and CPR certificates is allowed when carrying passengers for hire on rivers. R651-206-3(2a)

Permit Endorsement Requirements

Boat Crew Permit Endorsements

Lake/Reservoir Crew is valid only when the holder is accompanied, on board the vessel, by a qualified license holder with a "Lake and Reservoir Captain" endorsement.

Tow Vessel Crew is valid only when the holder is accompanied, on board the vessel, by a qualified license holder with a "Tow Vessel Captain" endorsement.

Whitewater River Crew is valid only when the holder is accompanied on the river trip, by a qualified license holder with a "Whitewater River Guide" endorsement.

Other River Crew is valid only when the holder is accompanied on the river trip, by a qualified license holder with either a "Whitewater River Guide" or "Other River Guide" endorsement.

Lake and Reservoir Crew (LRC) - A minimum of at least 20 hours of actual vessel operation experience. At least 10 of these hours must be obtained while operating the vessel, or a similar vessel, on which the operator will be carrying passengers for hire. The applicant shall provide proof of successful completion of a NASBLA approved boating safety course.

Tow Vessel Crew (TVC) - A minimum of at least 20 hours of actual vessel operation experience. At least 10 of these hours must be obtained while operating the vessel, or a similar vessel, that will be towing for hire on the specific lake or reservoir on which the operator will be towing vessels for hire. The applicant shall provide proof of successful completion of a NASBLA approved boating safety course.

Whitewater River Crew (WRC) - A minimum of three river trips on "whitewater" rivers or river sections. At least one of these trips must be obtained while operating the vessel, or similar vessel, on the respective river or river section on which the operator will be carrying passengers for hire. A Whitewater River Crew endorsement meets the requirements for an Other River Crew endorsement.

Other River Crew (ORC) - A minimum of three river trips on any river or river section. At least one of these trips must be obtained while operating the vessel on a respective river or river section on which the operator will be carrying passengers for hire. R651-206-3(5)

Expiration and Renewal of Utah Boat Crew Permit

A Utah Boat Crew Permit is valid for a term of five years. The permit will expire five years from the date of issue, unless suspended or revoked. A Utah Boat Crew Permit may be renewed within the six months prior to its expiration.

To renew a Utah Boat Crew Permit, the applicant must complete the prescribed application form along with the requirements described above. A current permit

holder may renew his license in a manner accepted by the Division. The renewed permit will have the same month and day expiration as the original permit. A Utah Boat Crew Permit that has expired shall not be renewed and the applicant shall be required to apply for a new permit. R651-206-3(6)

Utah Boat Crew Permit upgrade

A Utah Boat Crew Permit holder who upgrades to a Utah Captain's/Guide's License, within one year of when the permit was issued, shall receive a $25 discount on the fee for the Utah Captain's/Guide's License. R651-206-3(6)

Replacement of Captain's/Guide's License or Boat Crew Permits

In the event a Utah Captain's/Guide's License or Utah Boat Crew Permit is lost or stolen, a duplicate license or permit may be issued with the same expiration date as the original license or permit. The applicant must complete the prescribed application form. The fee for a duplicate license or permit is $15. R651-206-3(7)

Fee Schedule

River Guide License and Permitting:

- Captain/Guide License (valid for 5 years) - $50.00
- Utah Boat Crew Permits (valid for 5 years) - $50.00
- Additional license or permit endorsement (valid for 5 years)- $10.00
- Renewal of License or Permits (valid for 5 years) - $50.00
- Duplicates of Licenses or Permits - $15.00
- Retesting, per attempt (seven-day waiting period required between tests) - $15.00. R651-206-2(1)

Change of address

Current Utah Captain's/Guide's License and Utah Boat Crew Permit holders shall notify the Division within 30 days of any change of address. R651-206-3(8)

Suspension or revocation of a License or Permit

A Utah Captain's/Guide's License or Utah Boat Crew Permit may be suspended or revoked for a length of time determined by the Division Director, or individual designated by the Division Director, if one of the following occurs:

- The license or permit holder is convicted of three violations of the Utah Boating Act, Title 73, Chapter 18, or rules promulgated there under during a three-year period;
- The license or permit holder is convicted of driving under the influence of alcohol or any drug while carrying passengers for hire, or refuses to submit to any chemical test that determines blood or breath alcohol content resulting from an incident while carrying passengers for hire;
- The license or permit holder's negligence or recklessness causes personal injury or death as determined by due process of the law;
- The license or permit holder is convicted of utilizing a private trip permit to carry passengers for hire;

- The license or permit holder is convicted of violating a resource protection regulation or public safety regulation in effect by the respective land managing and/or access permitting agency;
- The Division determines that the license or permit holder intentionally provided false or fictitious statements or qualifications to obtain the license or permit. R651-206-3(9)

Experience Restrictions

A Utah Captain's/Guide's License or Utah Boat Crew Permit holder shall not carry passengers for hire while operating an unfamiliar vessel or operating on an unfamiliar lake, reservoir, or river section, unless there is a license holder aboard who is familiar with the vessel and the lake, reservoir, or river section. An exception to this rule allows a license or permit holder to lead passengers for hire on a lake, reservoir, or designated flatwater river section, as long as there is a license holder who is familiar with the vessel and the lake, reservoir, or river section and remains within sight of the rest of the group. R651-206-3(10)

Carrying passengers for hire license and permit reciprocity

Vessel operators who are licensed or permitted to carry passengers for hire in another state and possess a state-issued vessel captain's or guide's license, or similar license or permit accepted and recognized by the Division, where the state has similar vessel operator licensing provisions, shall not be required to obtain and possess a Utah Captain's/Guide's License or Utah Boat Crew Permit as required by this section. "R651-206-3(15)"

Number of passengers carried for each license or permit holder

On a vessel that is carrying more than 49 passengers for hire, there shall be at least one license holder and one permit holder or two license holders on board.

On a vessel carrying more than 24 passengers for hire, and operating more than one mile from shore, there shall be an additional license or permit holder on board.

On a vessel carrying passengers for hire, there shall be a minimum of one license or permit holder on board for each passenger deck on the vessel. R651-206-3(11)

Low capacity vessel-led requirements

On all river sections, except as noted below, there shall be a least one qualified license or permit holder for every four low capacity vessels being led in a group.

On lakes, reservoirs, and designated river flatwater areas, there shall be at least one qualified license or permit holder for every six low capacity vessels being led in a group. R651-206-3(12)

Operating within a 24-hour period

A license or permit holder shall not operate a vessel carrying passengers for hire for more than 12 hours in a 24 hour period. R651-206-3(13)

Safety and Emergency Protocol Discussion

A license or permit holder shall conduct a safety and emergency protocols discussion with passengers prior to the vessel getting underway. This discussion shall include the topics of water safety, use and stowage of safety equipment, wearing and usage of life jackets and initiating the rescue of a passenger(s). R651-206-3(14)

Vessel Registration and Numbering Requirements

Each motorboat and sailboat on the waters of this state shall be registered and numbered. A person may not place, give permission for the placement of, operate, or give permission for the operation of a motorboat or sailboat on the waters of this state, unless the motorboat or sailboat is registered and numbered.

A yearly registration decal shall be displayed three inches aft of the assigned bow number on each side of the vessel.

Only current year registration decals may be displayed.

A month of expiration decal, issued by the Division of Motor Vehicles, shall be displayed immediately aft of the yearly registration decal. R651-212

The registration card shall be available for inspection on the motorboat or sailboat for which it was issued and whenever that motorboat or sailboat is in operation. 73-18-7(3)(b)

The assigned bow number shall:

- Be painted or permanently attached to each side of the forward half of the motorboat or sailboat;
- Consist of plain vertical block characters of not less than three inches in height;
- Contrast with the color of the background and be distinctly visible and legible;
- Have spaces or hyphens equal to the width of a letter between the letter and numeral groupings;
- Read from left to right. 73-18-7(4)

On vessels where an assigned bow number on the hull or superstructure would not be visible or where the type of hull material used would make it impractical to attach an assigned bow number, the assigned bow number and registration decals may be mounted on a backing plate and displayed. R651-208-1
An outfitting company shall prominently display its name on the hull or superstructure of the vessel. The display of an outfitting company's name shall not interfere with any required numbering, registration or documentation display. If another governmental agency prohibits the display of an outfitting company's name on the exterior of a vessel, the name shall be displayed in a visible manner that does not violate the agency's requirements.

Vessel Safety Equipment Requirements

A person "owner" may not operate or give permission for the operation of a vessel which is not equipped as required by law.

All required safety equipment shall be in good and serviceable condition.

PERSONAL FLOTATION DEVICES (PFDs or Life Jackets)

Definitions

Type I PFD - Off Shore Life Jacket. Provides the most buoyancy of any type of PFD. It is designed to turn most unconscious wearers to a face-up position in the water. It is effective for all waters, especially open, rough or remote waters where rescue may be delayed; and is acceptable for use on all vessels.

Type II PFD - Near Shore Buoyancy Vest. Designed to turn some unconscious wearers to a face-up position in the water. Intended for calm, inland waters or where there is a good chance of quick rescue.

Type III PFD - Flotation Aid. Good for conscious users in calm, inland waters where there is a good chance of quick rescue. Designed so conscious wearers can place themselves in a face-up position in the water. The wearer may have to tilt their head back to avoid turning face-down in the water.

Type IV PFD - Throwable Device. Designed to be thrown to a person in the water and grasped and held by the user until rescued. Not designed to be worn. Type IV PFDs shall be immediately available; all other types of PFDs shall be readily accessible, unless wearing is required. R651-215-5

Type V PFD - Special Use Device. Intended for specific activities and may be carried instead of another PFD if used according to the approval conditions on its label.

Type I Type II Type III Type IV

NOTE: Type V PFDs (life jacket) are the most common type of life jackets used when carrying passengers for hire on rivers. They are more comfortable, adjustable and employ a fastening system different than Type I life jackets. These life jackets have straps around the body with buckles, a floatation collar behind the head, and ample size adjustment to fit a wide range of wearers. The information listed on the U.S. Coast Guard approval label of a Type V PFD - Commercial Whitewater Vest may read as follows:

COMMERCIAL WHITEWATER VEST: Approved only for use by persons engaged in commercial whitewater service within the USA. This is a Type V PFD because it has restricted U.S. Coast Guard approval allowing it to be used in place of a Type I PFD in commercial whitewater activities only. When worn it offers special protection to those participating in the activities and therefore, must be worn at all times in order to be accepted for meeting the U.S. Coast Guard regulations requiring PFDs to be carried.

Immediately Available - Stored in plain and open view in the area where it will be used; not obstructed, blocked or covered in any way and capable of being quickly deployed. R651-210-4

Readily Accessible - Easily located and retrieved without searching, delay or hindrance. R651-201-5

Non-Serviceable PFDs
Personal floatation devices are non-serviceable if:

- Missing or illegible U.S. Coast Guard approval numbers or related information,
- Missing the approval label;
- Improper size for person;
- Improper type for activity;
- An after-market alteration is made, rips, tears, broken buckles, or missing straps, etc.

U.S. Coast Guard justification for deeming a PFD non-serviceable with illegible approval numbers is that a PFD with an illegible approval number is believed to have undergone sufficient compromise to render the PFD non-serviceable. PFD integrity is compromised by deterioration from ultraviolet light, body oils, and general wear and tear.

Wearable Requirements

When carrying passengers for hire, the Captain/Guide is responsible for the passengers on their vessel to be in compliance with all PFD requirements. Each vessel shall have, for each person on board, one PFD, which is approved for the type of use by the commandant of the U.S. Coast Guard. All personal Flotation Devices (PFDs) must be used according to the conditions or restrictions listed on the U.S. Coast Guard Approval Label.

Each Personal Flotation Device (PFD) shall be:

- In serviceable condition;
- Legally marked with the U.S. Coast Guard approval number; and
- Of an appropriate size for the person for whom it is intended.

An inflatable PFD may not be used when carrying passengers for hire.

Each PFD must be marked with the name of the outfitting company, in one-inch high letters that contrast with the color of the device.

If U.S. Coast Guard approved Type I PFDs are not available for infants under the weight of 30 pounds, Type II PFDs may be used, provided they are the correct size for the intended wearer.

On rivers, hard-hulled kayak or whitewater canoe operators or a working employee of the outfitting company may wear a Type III PFD in lieu of the Type I PFD.

On lakes and reservoirs, for hard-hulled kayak or sea-kayak operators, a Type III PFD may be carried or worn in lieu of the required Type I PFD.

All persons on board a personal watercraft (PWC) shall wear a PFD.

Passengers 12 years of age and younger shall wear a PFD at all times except when inside the cabin of a vessel 19 feet or more in length.

On rivers, every person shall wear a PFD, except PFDs may be loosened or removed by persons 13 years of age or older on designated "river flat water" areas.

Type IV PFD Requirement

--Vessels 16 feet to less than 40 feet in length require at least one Type IV PFD on board.
--Vessels 40 feet or more in length shall have at least two Type IV PFDs on board, one shall be a minimum 18" ring buoy type with at least 30 feet of rope attached. Where reasonable, one shall be located near the bow and one shall be located near the stern of the vessel. R651-215-2
--On a river section where PFDs are required to be worn or on any river section where all vessel occupants are wearing PFDs, in lieu of the Type IV PFD requirement, a throw bag with a minimum of 40 feet of line may be carried. R651-215-8

FIRE EXTINGUISHER REQUIREMENTS

Extinguishers are classified by a letter and number symbol. The number indicates the relative size of the extinguisher and the letter indicates the type of fire it will extinguish: Type A fires are of combustible solids like wood. Type B fires are of flammable liquids like gasoline or oil. Type C fires are electrical fires.

All motorboats, unless exempt, must have on board an approved fire extinguisher. If an outboard motorboat of open construction and *not* carrying passengers for hire, a fire extinguisher is not required.

Class B: *Flammable liquids such as gasoline, oil, grease, tar, oil-based paint, lacquer, and flammable gas.*

An outboard motorboat is not considered “of open construction” if any one of the following conditions exist: closed compartment under thwarts (motor well) and seats where portable fuel tanks may be stored; double bottoms not sealed to the hull or which are not completely filled with flotation material; closed living spaces; closed stowage compartments in which combustible or flammable materials are stored; or permanently installed fuel tanks.

Each motorboat that carries passengers for hire must carry a minimum of one Type B-1 fire extinguisher.

Each motorboat that carries more than six passengers for hire and is equipped with an inboard, inboard/outboard, inboard jet, or direct drive gasoline engine, and carrying passengers for hire, shall have at least one fixed U.S. Coast Guard approved fire extinguishing system mounted in the engine compartment. Portable fire extinguishers shall be mounted in a readily accessible location, near the helm, away

from the engine compartment. Vessels equipped solely with an electric motor, and not carrying flammable fuels on board, are exempt from this provision.

For motorized vessels operating on rivers, portable fire extinguishers may be stowed in a readily accessible location near the operator's position.

For vessels carrying more than 12 passengers for hire or providing on board overnight passenger accommodations, smoke detectors shall be installed in each enclosed passenger area. R651-206-5

Each vessel shall have fire-extinguishing equipment on board as follows:

TABLE	
LENGTH OF MOTORBOAT	NUMBER/SIZE
Less than 26 feet in length*	1/B-I
26 feet to less than 40 feet in length	2/B-I or 1/B-II
40 feet to *less than* 65 feet in length	3/B-I or 1/B-I and 1/B-II
*65 feet in length and greater***	*1/fixed system in the engine compartment and 3/B-II of which 1- at helm, 1- in galley, 1-engine compartment*
*If an outboard motorboat of open construction and not carrying passengers for hire, a fire extinguisher is not required (see R651-217-5) ***If no engine compartment, fixed system not required and B-II shall be placed near stern. If no galley, BII shall be placed mid-ship.*	

TABLE				
LISTING TYPES	FOAM	CARBON DIOXIDE	DRY CHEMICAL	HALON
B-I	1.25 GAL	4 LBS	2 LBS	2.5 LBS
B-II	2.5 GAL	15 LBS	10 LBS	10LBS

When the engine compartment is equipped with a fixed extinguishing system, one less B-I extinguisher is required. Each fire extinguisher, except a disposable fire extinguisher, must show evidence of being certified, recharged, or serviced once every five years, or a current standard as described in the National Fire Protection Agency - Publication 10, by a qualified fire-fighting equipment repair service.

If a fire extinguisher is unable to be certified, recharged or serviced by a qualified fire-fighting equipment repair service, it is considered disposable. The serviceability of a disposable fire extinguisher expires upon being discharged, loss of pressure or charge, or 12 years from the date of manufacture printed on the label or imprinted on the bottom of the fire extinguisher.

Spare Propulsion

Vessels less than 21 feet in length shall have on board at least one spare motor, paddle, or oar capable of maneuvering the vessel when necessary.

On rivers, when one or two-person capacity vessels, less than 16 feet in length, are traveling in a group, the above requirement may be met by carrying one spare oar or paddle for every three vessels in the group.

For hard hulled whitewater kayaks, paddles designed to be strapped to or worn on the hand meet this requirement. R651-219-3

Sound Producing Device

Vessels 16 to 40 feet in length shall have on board a means of making an efficient sound, horn or whistle, capable of a four to six second blast. Vessels 40 feet and greater in length shall have on board a horn or whistle and bell. The horn or whistle shall be capable of a four to six second blast and audible for one-half mile. R651-219-1

Bailing Device

All vessels, not of self-bailing design, shall have on board an adequate bail bucket or be equipped with a mechanical means for pumping the bilge. For vessels 65 feet or greater in length, there shall be a bilge pump for each below deck compartment. R651-219-3

Vessels 16 feet to less than 40 feet in length shall have on board a sound producing device, either horn or whistle, capable of a four-to-six-second blast.

Vessels 40 feet in length and greater shall have on board a horn or whistle and a bell. The horn or whistle shall be capable of a four-to-six-second blast and audible for one-half mile. The bell shall be designed to give a clear tone. R651-219-1

Navigation Lights

Each vessel shall display navigation lights when the vessel is on the waters of this state between sunset and sunrise. 73-18-8(2)

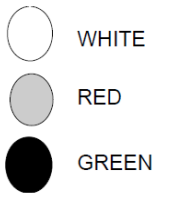


Figure 1

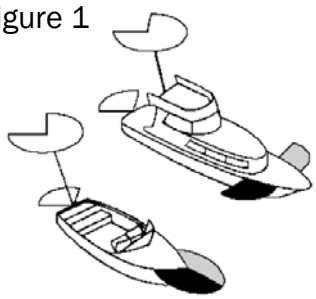


Figure 2

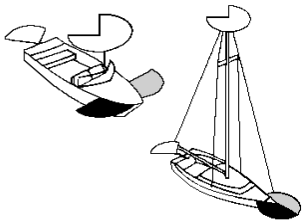
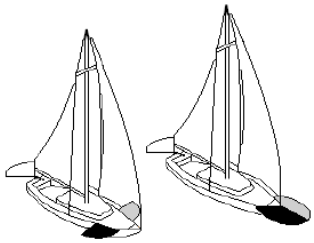


Figure 3



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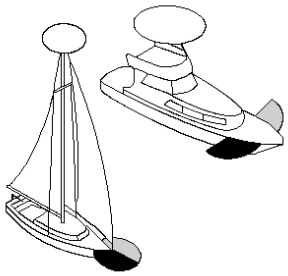

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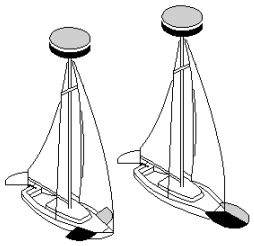

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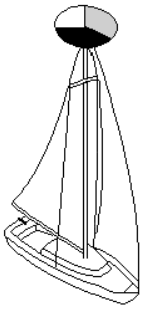


Figure 7

Motorboats less than 40 feet in length shall exhibit the navigation lights shown in either figures 1, 2, or 3.

Motorboats 40 feet or greater in length to less than 65 feet in length shall exhibit the navigation lights shown in either figure 1 or 2.

Sailboats shall exhibit the navigation lights shown in either figure 4, 5, or 6.

A sailboat under motor power shall exhibit the motorboat navigation light requirements.

A vessel manually propelled may exhibit the navigation lights required for sailboats or have ready at hand a flashlight or lighted lantern showing a white light which shall be displayed in sufficient time to prevent collision (figure 4).

Vessels at anchor shall display an all-around white anchor light unless anchored in a designated mooring area. R651-216

Each vessel carrying passengers for hire shall carry on board, at least one portable, battery operated light per operator or crew member. That portable battery operated light shall be in good and serviceable condition and readily accessible. R651-206-6(7)

Muffling/Noise Requirements

Every motorboat operated upon the waters of this state shall at all times be equipped with a muffler or a muffler system in good working order and in constant operation and effectively installed to prevent any excessive or unusual noise.

Ventilation Requirements

If a vessel is not entirely open and it carries or uses any flammable or toxic fluid in any enclosure for any purpose, the vessel must be equipped with an efficient natural or mechanical ventilation system which is capable of removing resulting gases prior to and during the time the vessel is occupied by any person. Utah and federal vessel ventilation requirements are established for the safety of people onboard motorboats. R651-217

Flame Arrestor

Any inboard gasoline engine shall be equipped with a carburetor backfire flame control device.

Vessel Capacity

Capacity and certification label. No person shall operate, or give permission for the operation of, any vessel on the waters of this state if it is loaded or powered in excess of the maximum capacity information on the U.S. Coast Guard capacity label. 73-18-8.1(2)

Capacity plate indicates the maximum weight capacity and/or the maximum number of people that the vessel can carry safely. You should not exceed either the stated maximum weight capacity or the maximum number of people. Maximum weight is the combined weight of passengers, gear and motors.

Additional Safety Equipment Requirements

Although it is not legally required, it is strongly recommended that operators of boats equipped with lanyard-type ignition safety switch attach the lanyard to their person, clothing or life jacket. The safety switch shuts down the engine if the operator falls.

Each vessel carrying passengers for hire shall be equipped with carbon monoxide detectors in each enclosed passenger area. R651-206-6(2)

An outfitting company shall have appropriate communication equipment for contacting emergency services, or, have a policy and emergency communications protocols that describe the quickest and most efficient means of contacting emergency services, taking into consideration the remoteness of the area in which the vessel will be operated. For vessels traveling in a group, this requirement can be met by carrying one communication device in the group. R651-206-6(1)

Each vessel carrying more than six passengers for hire, and operating at a distance greater than one mile from shore, shall carry an appropriate number of life rafts or other life-saving apparatus respective to the number of passengers carried on board and shall carry a minimum of three visual distress signal flares that are approved for day and night use. R651-206-6(3)

Vessels towing for hire shall carry:

- A sufficient number of type I PFDs for persons on board a towed vessel.
- A minimum of two type IV PFDs, one of which must be a life ring buoy.
- A minimum of 100 feet of 5/8" line with a tow bridle.
- A dewatering pump with a minimum capacity of 25 gallons per minute.
- A white spotlight with a minimum brightness of 500,000 candle power.

Navigation Equipment

Each vessel must carry a map or chart of the water body and a compass or GPS unit that is in good and serviceable condition.

For vessels traveling in a group, this requirement can be met by carrying a map or chart and a compass or GPS unit in the group.

Float trip vessels are only required to carry a map of the water body. R651-206-6(5)

Lines, Straps and Anchorage Equipment

Each vessel shall be equipped with at least one suitable anchor and an appropriate anchorage system, respective of the body of water on which the vessel will be operating. Any line, when attached to an anchor, shall be attached by an eye splice, thimble and shackle.

Vessels operating on rivers are exempt from carrying an anchor, but shall have sufficient lines to secure the vessel to shore.

Lines and straps utilized for anchorage, mooring and maintaining vessel structural integrity shall be in good and serviceable condition. R651-206-6(6)

First Aid Kit Requirements

Each vessel shall have on board, an adequate first aid kit, stocked with supplies respective to the number of passengers carried on board, and the nature of boating activity in which the vessel will be engaged.

For vessels traveling in a group, this requirement can be met by carrying one first aid kit in the group. R651-206-6(8)

Vessel Operation and Navigation Requirements

Reckless Boating

A person is guilty of reckless driving who operates a vehicle/boat in a willful or wanton disregard for the safety of persons or property. A person may not operate any non-motorized vessel, or manipulate any water skis or any device towed by a motorboat in a willful or wanton disregard for the safety of persons or property.

Navigation, Steering and Speed

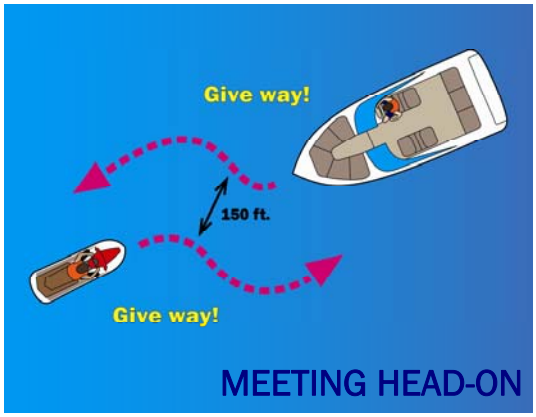
A person may not operate a personal watercraft on the waters of this state between sunset and sunrise.

If a person is riding upon the bow decking of a motorboat, which does not have designed seating for passengers, the person shall straddle one of the upright supports of the bow rail and may not block the vision of the operator.

The operator of a vessel shall maintain a proper lookout by sight and hearing at all times to avoid the risk of collision.

When the operators of two motorboats approach each other where there is risk of a collision, each operator shall alter course to the right (starboard) and pass on the left (port) side of the other. 73-18-15.1

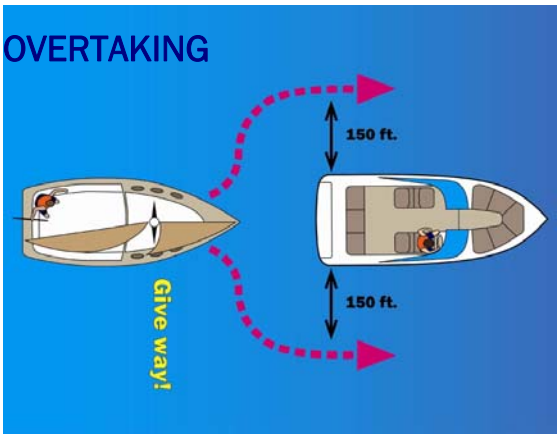
When the operators of two motorboats are crossing paths and are at risk of a collision, the operator of the vessel which has the other vessel on its right (starboard) side shall keep out of the way and yield right-of-way if necessary. 73-18-15.1(3)

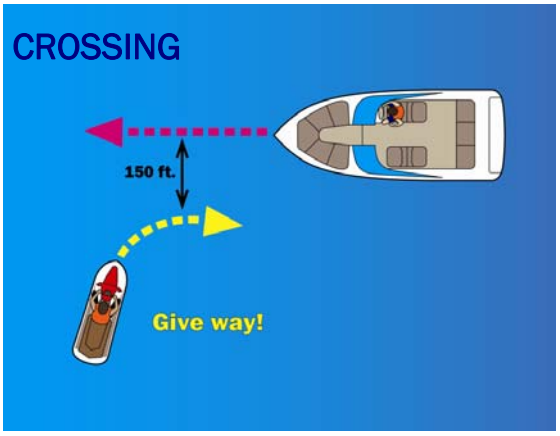


The operator of any vessel overtaking any other vessel shall keep out of the way of the vessel being overtaken.

The operator of a vessel underway shall keep out of the way of a:

- Vessel not under command;
- Vessel restricted in its ability to maneuver;
- Vessel engaged in fishing;
- And sailing vessel. 73-18-15.1(5)





If the operator of one of two vessels is to keep out of the way, the other vessel operator shall maintain his course and speed unless it becomes apparent the other vessel is not taking the appropriate action. 73-18-15.1(6)

In narrow channels an operator of a vessel underway shall keep to the right of the middle of the channel. If you are operating a power-driven vessel heading upstream (against the direction of the current) on a river; then all vessels coming toward you from the opposite direction have the right-of-way and you must give way. 73-18-15.1(7)

The operator of a vessel shall proceed at a safe speed at all times so that he can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances or conditions.

The operator of any vessel may not exceed a wakeless speed in an area designated as a wakeless speed area, or when within 150 feet of: another vessel; a person in or floating on the water; a water skier being towed by another boat; a shore fisherman; a launching ramp; a dock; a designated swimming area; or in an area designated as a wakeless speed area. 73-18-15.1(8)(10)

The operator of a motorboat is responsible for any damage or injury caused by the wake produced by the operator's motorboat.

Towing Requirements

The operator of a vessel which is towing a person on water skis or other devices shall be responsible for maintaining a safe course with proper lookout. The progress of the person under tow shall be reported to the vessel operator by the observer. R651-224-1

No person shall operate a motorboat or have the engine of a motorboat run idle while a person is occupying or holding onto the swim platform, swim deck, swim step or swim ladder of the motorboat or while a person is being towed in a non-standing position within 20 feet of the vessel. These restrictions do not apply when a person is occupying the swim platform, swim deck, swim step or swim ladder while assisting with the docking or departure of the motorboat, while exiting or entering the motorboat, or when a motorboat is engaged in law enforcement activity. R651-224-2

The operator of a vessel shall be responsible for a flag to be displayed by the observer in a visible manner to other boaters in the area while the person to be towed is in the water, either preparing to be towed or finishing a tow. The flag shall be international orange at least 12 inches square and mounted on a handle. R651-224-3

The operator of a vessel towing a person(s) on water skis or other devices shall require each person who is water skiing or using other devices to wear a U.S. Coast Guard approved personal flotation device (PFD), except an inflatable PFD may not be used. R651-224-4

The operator of a vessel towing a person(s) on water skis or other devices shall use a vessel with sufficient carrying capacity, as defined by the manufacturer, for the occupant(s) onboard and the person(s) being towed. The operator of a vessel shall not tow a person(s) in or on any towed device within a wakeless area surrounding a developed marina or launch ramp. R651-224-5.6

The vessel engaged in towing vessels for hire shall be a minimum of 21 feet and have a minimum total of 150 horsepower gasoline engine(s) or a 90 horsepower diesel engine(s). The towing vessel should be as large or larger than the average vessel it will be towing. R651-206-7(8)

The operator and any crew members on board a vessel engaged in towing passengers for hire shall wear a PFD at all times. The operator of a vessel engaged in towing vessels for hire is responsible to have all occupants of a vessel being towed to wear a properly fitted PFD for the duration of the tow. R651-206 7(11)

Each vessel operator shall conduct a minimum of 5 training evolutions of towing a vessel each year, with at least one evolution being a side tow.

A person or entity engaged in towing vessels for hire must keep a log of each tow or vessel assist. The tow vessels for hire log shall include:

- Assisted vessel's assigned bow number.
- Name of assisted vessel's owner or operator, including address and phone number.
- Number of persons on board the assisted vessel.
- Nature of assistance.
- Date and time assistance provided.
- Location of the assisted vessel

A person or entity towing vessels for hire shall immediately notify a law enforcement officer of any vessel they assist, if the person reasonably believes the vessel being assisted was involved in a reportable boating accident. R651-206-7(5)

Minimum Age of Operators

A person under 16 years of age may not operate a motorboat on the waters of this state unless the person is under the on-board, direct supervision of a person who is at least 18 years of age.

A person under 16 years of age may operate a sailboat, if the person is under the direct supervision (visual contact) of a person who is at least 18 years of age.

A person who is at least 12 years of age or older but under 16 years of age may operate a personal watercraft provided he:

- Is under the direct supervision (visual contact) of a person who is at least 18 years of age;
- Completes a boating safety course approved by the Division;
- And has in his possession a boating safety certificate issued by the boating safety course provider.

A person who is at least 16 years of age but under 18 years of age may operate a personal watercraft, if the person:

- Completes a boating safety course approved by the Division;
- and has in his possession a boating safety certificate issued by the boating safety course provider.

The owner of a vessel shall be liable for any injury or damage caused by the negligent operation of the vessel, by a minor under the age of 18 years operating the vessel with the express or implied consent of the owner, whether under the laws of this state or by neglecting to observe such ordinary care and such operation as the rules of common law require. 73-18-15.2

Boating Related Pollution Litter Control

Pollution

A person may not place, throw, deposit, discard, drop, or discharge and the operator of a vessel may not permit to be placed, thrown, deposited, discarded, dropped, or discharged into or upon the waters of this state, or lands adjacent to these waters, any litter, human body waste, or other liquid or solid materials which may render the water or lands unsightly, noxious, or otherwise unwholesome or detrimental to the public health or welfare or the enjoyment of the water or lands for all legitimate uses, including recreational purposes.

Human Waste Management

Human body waste means excrement, feces, or other waste material discharged from the human body. 73-18a-1(3)

Marine toilet means any toilet or other receptacle permanently installed on or within any vessel for the purpose of receiving human body waste. This term does not include portable toilets, which may be removed from a vessel in order to empty its contents. 73-18a-1(5)

No marine toilet on any vessel used or operated upon the waters of this state may be operated so as to discharge any inadequately treated human body waste into or upon waters of this state directly or indirectly.

Every marine toilet on a vessel used or operated upon the waters of this state shall be equipped with an approved pollution control device in operative condition.

No container of human body waste may be placed, left, discharged or caused to be placed, left, or discharged into or upon any waters of this state or lands adjacent to these waters by any person at any time.

Human Waste Facilities

Each vessel carrying more than six passengers for hire shall be equipped with a minimum of one marine toilet and washbasin sanitary facilities, except for vessels where suitable privacy enclosures are not practical.

The toilet and washbasin shall be connected to a permanently installed holding tank that allows for dockside pump out at approved sanitary disposal facilities.

Vessels that do not have access to dockside pump out facilities may carry a portable marine toilet and washbasin to meet this requirement.

For vessels traveling in a group, this requirement can be met by carrying one marine sanitation device in the group.

Marine toilets and washbasins shall be maintained in a good and serviceable, sanitary condition.

A vessel that carries more than 49 passengers shall have at least two marine toilets and washbasins, one each for men and women.

A vessel operating on a trip or excursion in duration of one hour or less, or operating on a river, is not required to be equipped with a marine toilet or washbasin. R651-216-6(10)

Litter

A person may not throw, deposit, or discard, or to permit to be dropped, thrown, deposited, or discarded on any public road, highway, park, recreation area, or other public or private land, or waterway, any glass bottle, glass, nails, tacks, wire, cans, barbed wire, boards, trash or garbage, paper or paper products, or any other substance which would or could mar or impair the scenic aspect or beauty of the land in the state whether under private, state, county, municipal, or federal ownership without the permission of the owner or person having control or custody of the land. 73-18a-2(1)

Environmental Responsibility

While the effect of a single vessel on our rivers, lakes and coastal waters may seem insignificant, multiply that effect by the millions of vessels on the waterways today. If we are to preserve and protect the waters, wildlife and aquatic vegetation we enjoy while boating each of us must do our part. To protect the shoreline from erosion and preserve aquatic vegetation we should; reduce throttle to “no wake” speed when close to the shoreline or in small rivers to prevent erosion. 73-18-15.1(11)

Operating a Vessel under the Influence of Alcohol

Alcohol affects the body by depressing the central nervous system, affects judgment and slows reaction time. It also is difficult for you to pay attention, especially to multiple tasks. Alcohol can reduce the ability to distinguish and interpret colors, particularly red and green. It increases impairment and the likelihood of an accident.

A person may not operate or be in actual physical control of a motorboat within this state if the person:

- Has sufficient alcohol in the person's body that a subsequent that a subsequent chemical test shows that the person has a blood or breath alcohol concentration of .08 grams or greater at the time of the test;
- Is under the influence of alcohol, any drug, or the combined influence of alcohol and any drug to a degree that renders the person incapable of safely operating a vehicle; or
- Has a blood or breath alcohol concentration of .08 grams or greater at the time of operation or actual physical control. 41-6a-502

A person may not have an open container of alcohol in his/her possession while operating a motorboat.

Zoned Waters

Certain sections of or complete water bodies have been zoned for the purpose of prohibiting the operation of vessels or motors for safety and health purposes. For a complete list of waters zoned by the Board, refer to the State Boating Act. Other water bodies may have restrictions imposed by local managing agencies. It is best to check for zoned areas before operating on an unfamiliar water body. 73-18-4(1)(c)

Regulatory Markers

The following regulatory symbols shall be international orange on a white background, and descriptive wording within or accompanying the regulatory symbols shall be in black letters. R651-203-1

CONTROLLED AREA
This regulatory marker controls boating activities in a designated area. Designations such as a speed limit, slow no wake, no skiing, or no motorboats may be indicated within the orange circle.

DANGER!
Use extreme caution! This regulatory marker identifies navigational hazards like rocks, sand or rock bars, construction, or snags, which may be indicated inside the orange diamond.

BOATS KEEP OUT!
This is a regulatory marker that denies boat access! Reasons areas might be restricted include waterfalls, swim areas, or dams and spillways. The restrictions will be indicated outside the orange crossed diamond.

INFORMATION
This marker provides non-regulatory information such as directions, distances, and locations.

MOORING BUOY
This is a white buoy with a horizontal blue band that may have a white light or reflector.

ALPHA FLAG
This blue and white flag identifies a boat involved in diving activities. All other boats must stay at least 150 feet away.

DIVERS FLAG
This red flag with a diagonal white stripe indicates that one or more diver(s) are diving in the immediate area. All boats must remain 150 feet from the flag, unless in the diving party.

Channel Markers

Vessels operating in a narrow channel must keep as far to the right of the channel as is safe and practical.

White buoys with red vertical stripes mark the center of a channel and may be lettered alphabetically from downstream to upstream.

Green can buoys have odd numbers and mark the left side of the channel when proceeding upstream or returning from the main body of water.

Red nun buoys have even numbers and mark the right side of a channel when proceeding upstream or returning from the main body of water.

CHANNEL MARKER - Center
A white buoy with vertical red stripes marks the center of a channel or "safe water."

CHANNEL MARKER - Left
A green "can" buoy marks the left side of a channel when proceeding upstream or returning to harbor. This marker will usually be odd numbered.

CHANNEL MARKER- Right
A red "nun" buoy marks the right side of a channel when proceeding upstream or returning to harbor. This marker will usually be even numbered.

Boating Laws, Enforcement and Jurisdiction

Any law enforcement officer may enforce the boating laws and has the authority to stop and board any vessel whether the vessel is on water or land. If that officer determines the vessel is overloaded, un-seaworthy, or safety equipment required is not on the vessel, that officer may prohibit the launching of the vessel or stop the vessel from operating.
An operator who, having received a visual or audible signal from a law enforcement officer; shall bring his vessel to a stop.

A peace officer, without warrant, may seize and take possession of a vessel:

- That is placed or being operated on the waters of this state with improper registration;

- That the peace officer has reason to believe has been stolen;
- On which any hull identification number or serial number for an engine or outboard motor has been defaced, altered, or obliterated;
- That has been abandoned on public land, highways, or waters if this state;
- Or if the registration or title fees for the vessel or outboard motor have not been paid.

If necessary for the transportation of a seized vessel, the vessel's trailer may be seized to transport and store the vessel. 73-18-20.1

Liability Insurance and Financial Responsibility

Insurance Requirements

Motorboats with greater than 50 horsepower and all personal watercraft are required to have liability insurance. Airboats are exempt.

Each resident owner of a motorboat shall maintain insurance in effect at any time that the motorboat is operated on waters of the state.

A person operating a motorboat shall have in immediate possession evidence proof of insurance.

Evidence of owner or operator's security includes any one of the following:

- Insurance policy;
- Binder notice;
- Renewal notice; or
- Card issued by an insurance company as evidence of insurance.

Each nonresident owner of a motorboat that has been physically present in this state for:

- Less than 90 days, shall comply with his/her home state's insurance requirements or,
- Over 90 days, shall comply with Utah's insurance requirements.

Minimum liability insurance requires are;

- $25,000/$50,000 bodily injury or death
- $15,000 property damage; or
- $65,000 combined minimum per accident.

Boating Accidents and Emergencies

Boating Accidents

Risk management is the practice of recognizing and acting on the warning signs of accidents, or lessening the effect of an accident if it does occur. Nearly all accidents are the result of human error and thus preventable. Most boating accidents occur when the weather and visibility are clear, the winds and water are calm. The warnings signs are there, but go unrecognized or ignored.

The best way to handle a boating emergency is to reduce the chance of an emergency happening before it ever occurs. If an emergency does occur, you should minimize the risk of a fatality, injury or damage.

It is the duty of the operator of a vessel involved in an accident, if he can do so without seriously endangering his own vessel, crew, or passengers, to render aid to those affected by the accident as may be practicable. The operator shall also give his name, address, and identification of his vessel in writing to any person injured or to the owner of any property damaged in the accident. 73-18-13(2)

Any boating related accident that includes combined property damage in excess of $2,000 or the complete loss of a vessel; injury requiring more than first aid; or the death or disappearance of an individual shall be reported immediately to a law enforcement officer.

The operator or owner of a vessel involved in an accident shall file a report with Utah State Parks and Recreation within 10 days of the accident.

Weather Emergencies

Weather can change very rapidly and create unexpected situations for vessel operators. Watch for changes in the weather and monitor the weather forecast. To avoid being caught in foul weather; tune a portable radio to a local station for current weather updates; be alert for developing clouds, shifting winds and graying skies; track changes in the barometer; watch for wind direction shifts; watch for lightning and rough water; watch for signs of incoming adverse weather; and be aware of overall changes in weather. See Study Guide Resources

Fire Emergencies

Many vessels have burned to the water line. To help prevent a fire; do not mix the three ingredients required for a fire to erupt; fuel, oxygen, and fire or heat. Make sure ventilation systems have been installed and are properly used. Maintain the fuel system to avoid leaks. Follow safe fueling procedures. If a fire erupts while your vessel is underway, follow these steps:

- Stop the vessel.
- Keep the fire downwind. If a motor catches on fire, shut off the fuel immediately. Aim the fire extinguisher at the base of the flames, and sweep back and forth.
- Use P.A.S.S.(Pull the pin, Aim at the base, Squeeze handle, Sweep side to side) to operate the fire extinguisher.

Never use water on gasoline, oil, grease or electrical fires. Summon help.

Cold Water Immersion & Hypothermia

Cold water immersion kills in several ways. The colder the water, the greater the chance of death. By understanding how your body reacts to cold water, you can prepare for and be better able to appropriately respond, thus increasing your chance of survival. There are four stages of cold water immersion:

Stage 1: Initial "cold shock" occurs in the first 3-5 minutes of immersion in cold water. Sudden immersion into cold water can cause immediate, involuntary gasping, hyperventilation, panic, and vertigo--all of which can result in water inhalation and drowning.

Stage 2: Short-term "swim failure" occurs 3-30 minutes following immersion in cold water. The muscles and nerves in the arms and legs cool quickly. Manual dexterity, handgrip strength, and speed of movement can all drop by 60-80%.

Stage 3: Long-term immersion hypothermia sets in after 30 minutes, at a rate depending on water temperature, clothing, body type, and your behavior in the water. Cold water robs the body of heat 25 times faster than cold air. Hypothermia occurs when your body loses heat faster than it produces it, cooling the organs in the core of your body. Hypothermia eventually leads to loss of consciousness and death, with or without drowning.

Stage 4: Post-immersion collapse occurs during or after rescue. Once rescued, if you have been immersed in cold water you are still in danger from collapse of arterial blood pressure leading to cardiac arrest. Your chance of surviving a cold-water immersion depends on having sufficient flotation to keep your head above water, controlling your breathing, timely rescue by yourself or others, and heat retention.

Prepare for boating in cold-water conditions by always wearing a secured life jacket. Also wear layered clothing for insulation. Equip your vessel with a means for re-entry (ladder, sling, etc.) to use if you should fall. The best prevention is to take all measures necessary to avoid capsizing your vessel or falling into cold water in the first place.

If you do fall into or must enter cold water:

- Don't panic.
- When your breathing is under control, perform the most important functions first before you lose dexterity (10-15 minutes after immersion).
- If you were not wearing a life jacket when entering the water, look to see if one is floating around you and put it on immediately.
- Focus on locating and getting everyone out of the water quickly before you lose full use of your hands, arms, and legs.
- Try to re-board your vessel, even if it is swamped or capsized, or anything else that is floating. Get as much of your body out of the water as possible. In as little as 10 minutes, you may be unable to self-rescue.
- Your focus should now be to slow heat loss. Stay as motionless as possible, protect the high heat loss areas of your body, and keep your head and neck out of the water. Safety usually looks closer than it actually is, so staying with the boat is usually a better choice than swimming.
- Adopt a position to reduce heat loss.
- If alone, use the HELP (Heat Escape Lessening Posture) position or if there are others in the water with you, huddle together.
- If you must swim, conserve energy and minimize movement.

- Swim on your back, with your upper arms against the sides of your chest, your thighs together, and your knees bent.

Some points to remember when treating victims of cold-water immersion are:

- Get the victim out of the water as soon as possible.
- Prevent further heat loss.
- Treat the hypothermia victim gently, and to your level of training. Be prepared to provide basic life support.
- Seek medical help immediately. See study Guide Resources

Dehydration

A typical boating day in the summer causes your body to generate a large amount of heat. Sitting exposed out in the sun increases your body heat. The way the body rids itself of increased heat is by sweating. Increased sweating will cause dehydration if fluids are not replaced. Dehydration will make you more fatigued.

The best way to minimize the risk of dehydration is to drink plenty of water. A good rule of thumb while you are out on the water is to have at least one gallon of potable water per person per day.

Besides thirst, other signs of dehydration are nausea, sleepiness, dizziness, irritability and headaches.

The first thing you should do if you experience any of these symptoms is to drink plenty of water, get out of the sun and rest. See Study Guide Resources

Emergency and Rescue Guidelines

Stay calm to go fast.
Do not race to failure.
Pick the safest and SIMPLEST option!

Remember the acronym " L.A.S.T."

- LOCATE - The TIME and POINT last seen are both important indicators of your search area. This will close your search box and give you an idea of how far downstream someone could be. Often times if you can get above the river and look down, it can be easier to find someone pinned under water.
    - Hasty Search: Quick and fast; no flagging or getting out of the boat. Looking for a viable victim above water or easy to spot.
    - Primary Search: Quick, but with special attention to spots where someone is likely to be; (e.g., outside of bends, sieves, strainers. Flagging may be used to mark footprints or high probability areas).
    - Secondary Search: Complete and thorough. Usually outside of the rescue window, this can be days or months.
- ASSESS/ACCESS - Your assessment includes the quickest, safest way to access your victim. The simpler, the better. Remember you need to first access them with your VOICE. Gather information and try to keep a victim calm.

- STABILIZE - An EXTREMELY important step. If they are heads up, you want to keep them heads up! If they have an airway, you want to keep the airway. This includes anything from tying off a car in a flood channel, to keeping a kayaker from tipping over. Missing this step could result in a fatality. If the kayak is pinned on the person, you need to assess what will happen to the person before you remove the kayak. If someone is safe on top a car, be sure they STAY there!
- TRANSPORT - This is the step where you figure out how to extricate the person from an entrapment or transport people off of a car or rock to the side of the river. It will then involve your method of evacuation. See Study Guide Resources River Safety.

Swimming

Knowing when to swim aggressively to a boat, shore, or an eddy and when to be in the defensive swimming position takes practice, experience and judgment.

An aggressive swimming position is when you are actively swimming on your belly using both your arms and legs. You must also try to keep your body at a good ferry angle of 45 degrees to the current.

A defensive swimming position is when you are floating on your back with your feet downstream and toes out of the water to help push off of obstacles. You can use your arms in a double backstroke to control your angle and direction. Sierra Rescue, Swiftwater Rescue Handbook

Strainers

A strainer is defined as anything that water can flow through that a human cannot (e.g. logs, nets, vehicles, debris). Strainers are life-threatening obstacles that should be avoided.

Seven things to remember when approaching a strainer:

- Try to swim away from strainer.
- If you can't get away from strainer, then turn over on to your belly with your face downstream and aggressively swim towards the strainer.
- Successfully getting over the strainer is a mix of timing, momentum and the strength to get your body over the obstacle.
- Place both hands onto the strainer and try to get your body as high up on the strainer as possible.
- At the same time you plant your hands on the strainer and push up you want to kick hard-the two legged "butterfly" kick works best.
- While combining the hand placement, push up and kick, you can try to launch your body all the way over the strainer.
- If you only get your body high on the strainer you may have to throw your body weight forward to get the last bit of thrust to get yourself over and clear of the strainer.

"Sierra Rescue, Swiftwater Rescue Handbook"

Capsizing (Flipping/Dump-trucking) and Distress

Capsizing is when a vessel turns on its side or turns completely over. Swamping is when a vessel fills with water. To reduce the risks of capsizing or swamping;

- Do not overload your vessel.
- Balance the load of all passengers and gear.
- Turn your vessel at controlled speeds.
- If anchoring, secure the anchor line to the bow of the vessel.

If you should capsize or swamp your vessel, or if you have fallen out and can't get back in; stay with the vessel.

- If the vessel remains a float; try to re-board.
- If the vessel is overturned or swamped; hang onto it if you capsize on the upstream side of the vessel.
- Do not attempt to stand or walk in swift moving water.

Defensive Swimming

Float on your back with your feet and arms extended. Float with your feet pointed downstream and with knees slightly bent to fend off rocks.

- Don't fight the current.
- Take a headcount.
- Use the rescue technique known as reach, throw, row or go to anyone in distress.

Wrapped Boats

Just as there are different types of boats there are different types of *wrapped* boats and they go by many different names. A wrapped boat is defined as a boat that is stuck on an obstacle and has water flowing into it. A "perched" boat would be one that is stuck on something but does not have water filling the boat in any manner. For years, the z-drag was taught as the tool to know for unwrapping boats. This has resulted in lost eyes, broken collar bones, shattered hands and multiple deep tissue wounds when something fails; and the boat still does not move.

Recommended steps and techniques for un-wrapping a boat:

1. High side – Move all people to the downstream side of the boat to prevent someone from slipping and being swept under the boat.
2. 2 -S.T.O.P – Stop, Think, Observe, Plan. Do a complete scene survey before you try to move the boat. Hazards downstream or a missing person will cause your plan to be drastically different.
3. Look around. Things to look for would be; obstacles downstream, eddies and safe routes to swim if boat flips. Also look to other boats or personnel to make sure they have eddied out and are in position to help.

4. Try to move weight around inside the boat to change the way the water flows into it. You should move people and/or equipment and consider unloading the boat if it is an oar boat.

5. Let air out of thwarts, if the boat has these. Any surface within the boat adds water pressure. Look to see which side of the boat has more water flowing into it and deflate the thwart on the other side of the boat. This will substantially increase the water pressure on one side of the boat and reduce it on the other.

6. Let some air out of the tubes. Don't totally deflate, as you do have to continue moving the boat downstream safely. Work on jetting the air out of the tube that is most underwater first and then try other tubes. Be patient! It will take a little time before you see something happen, as the shape of the boat will change gradually.

Keep in mind that every time you change something you should go back to step 4 – moving weight around the boat.

Options to try before bringing out ANY ropes:

- The Pry – you can do this with a paddle or large stick. You may also be able to lift a tube that is under the water with a piece of webbing.
- Super Paddle – try reaching downstream and paddle hard off the obstacle.
- Sea Anchor – attach something that floats and toss into the current downstream.
- Forced Flip – if you can, get the boat to start to work up the rock. This works best if it is a big rock; the river will do the rest.

If none of these options work, try the following:

- The TACO – run the bowline to the stern and make a simple internal mechanical advantage system. You are trying to change the shape of the boat. Try just using the Truckers Hitch.
- Boy Scout Pull – have a rope come from shore, downstream and attach a rope to the boat using multipoint/boatman's anchor. Then have as many people (no more than 12), pull at various different angles downstream.
- Vector Pull – take the rope that has come from the boat and clip in into an anchor using a muenter hitch. Now attach a throw bag to the middle of the line going from the boat to shore with either a butterfly knot or a prussic. Pull slack out of the main line. Take the second rope far downstream-try to achieve a 90-degree angle with this rope from the main line going from the boat to shore. Have 3-4 people pull on the second line. Once the boat has come off of the obstacle, use the muenter hitch to belay the boat safely to shore. "See Study Guide Resources"

INTERNATIONAL SCALE OF RIVER DIFFICULTY

Class I: Easy. Fast moving water with riffles and small waves. Passages clear without serious obstacles, all obvious and easily missed with little training.

Class II: Medium. Straightforward rapids with wide, clear channels which are evident without scouting. Occasional maneuvering may be required, but rocks and medium-sized waves are easily missed by trained paddlers. Requires experience. Rapids that are at the upper end of this difficulty range are designated "Class II plus".

Class III: Difficult. Rapids with moderate, irregular waves which may be difficult to avoid and which can swamp an open canoe. Complex maneuvers in fast current and good boat control in tight passages or around ledges are often required; large waves or strainers may be present but are easily avoided. Strong eddies and powerful current effects can be found, particularly on large-volume rivers. Scouting is advisable for inexperienced parties. Rapids that are at the lower or upper end of this difficulty range are designated "Class III minus" or "Class III plus" respectively. Requires good operator and boat.

Class IV: Very Difficult. Intense, powerful but predictable rapids requiring precise boat handling in turbulent water. Depending on the character of the river, it may feature large, unavoidable waves and holes or constricted passages demanding fast maneuvers under pressure. A fast, reliable eddy turn may be needed to initiate maneuvers, scout rapids, or rest. Rapids may require "must" moves above dangerous hazards. Scouting may be necessary the first time down. A strong kayak roll is highly recommended. Rapids that are at the lower or upper end of this difficulty range are designated "Class IV minus plus" or "Class IV plus" respectively. Limit of open top canoes. Demands expert boatman, excellent boat and good quality equipment.

Class V: Extremely Difficult. Extremely long, obstructed, or very violent rapids which expose a paddler to added risk. Drops may contain large, unavoidable waves and holes or steep, congested chutes with complex, demanding routes. Rapids may continue for long distances between pools, demanding a high level of fitness. What eddies exist may be small, turbulent, or difficult to reach. Scouting is recommended

but may be difficult. A very reliable kayak roll, proper equipment, extensive experience and practiced rescue skills are essential.

Class VI or U: Extreme and Exploratory. These runs have almost never been attempted and often exemplify the extremes of difficulty, unpredictability and danger. The consequences of errors are very severe and rescue may be impossible. For teams of experts only, at favorable water levels, after close personal inspection and taking all precautions.

This is the American version of a rating system used to compare river difficulty throughout the world. This system is not exact; rivers do not always fit easily into one category, and regional or individual interpretations may cause misunderstandings. It is no substitute for a guidebook or accurate first-hand descriptions of a run. Paddlers attempting difficult runs in an unfamiliar area should act cautiously until they get a feel for the way the scale is interpreted locally. River difficulty may change each year due to fluctuations in water level, downed trees, recent floods, geological disturbances, or bad weather. Stay alert for unexpected problems!

As river difficulty increases, the danger to paddlers becomes more severe. As rapids become longer and more continuous, the challenge increases. There is a difference between running an occasional Class IV rapid and dealing with an entire river of this category. Allow an extra margin of safety between skills and river ratings when the water is cold or if the river itself is remote and inaccessible. An overall river rating should take into account many factors including the difficulty of individual rapids, remoteness, hazards, etc. Each rapid is rated at a specific range of levels. Note that under some circumstances a paddler may find that similarly rated rapids seem to differ an extraordinary amount due to unusual factors that may include boat type, weather, fatigue, and limited experience on certain types of whitewater.

Additional whitewater safety information web sites: American Whitewater Affiliation..... ... ... www.americanwhitewatera.org/
River Management Society..... www.river-management.org
NOTE: American Whitewater Affiliation's Safety Code

STUDY GUIDE RESOURCES

ABC of Rafting, River signals, abc-of-rafting.com/info/rafting-river-signlas.asp

Colorado State Parks, River Safety Gear Section, Arkansas Headwaters Recreation Area, subsection - dress. parks.state.co.us

Sierra Rescue, Swiftwater Rescue Handbook, written by Julie Munger and Abigail Polsby. Cited pages 9, 17, 39, 49 and 50.

Utah's Boating Course, 2009 edition.

Utah Criminal and Traffic Code, 2007 edition.

Utah's Personal Watercraft Education Course, 2004 edition.

United States Geological Service, Water Resources Data for Washington 2004, pubs.usgs.org/wdr/2004/wdr/wa/04-1/pdf

Utah State Parks Boating Laws and Rules, April 2011. stateparks.utah.gov/boating/publications

Wikipedia, free encyclopedia, International Scale of River Difficulty.

wikipedia.org/wiki/International_Scale_of_River_Difficulty