

THE HANDBOOK

of Wisconsin Boating Laws and Responsibilities

Approved by



Welcome.

The Department of Natural Resources and the Conservation Warden Service invite you to safely enjoy the recreational opportunities available on our waterways. Wisconsin is rich with locations to enjoy time on the water, including more than 15,000 lakes and many miles of rivers in addition to access to Lake Michigan, Lake Superior, and the Mississippi River.

This regulations handbook is provided to give you knowledge of Wisconsin's boating laws. It also includes safety tips and recommended practices. If you have additional questions, contact the Wisconsin Department of Natural Resources information desk at **1-888-936-7463** or visit dnr.wi.gov. Federal laws can be found on the U.S. Coast Guard's website at www.uscgboating.org.

Many of you are already experienced boaters; so as you take to the water this year, please take the time to educate a person who may be new to boating by explaining safe boating practices, laws, and rules. Experienced and novice boaters alike need to be mindful that our waters are being shared by many users of varied interests, so always be respectful of others.

Historically, most of Wisconsin's boating fatalities have occurred in small boats with victims who were not wearing life jackets. Sadly, this trend continues today. Keep in mind that when you need your life jacket, you need to be wearing it.

Statistics show that many accidents involve the use of alcohol and drugs. Don't mix alcohol with boat operation. If alcohol is going to be involved in your day of boating, have a designated operator. Operating a boat is no different than driving an automobile.

Wisconsin Conservation Wardens want you to have an enjoyable and safe boating experience on Wisconsin's waters.

Division of Public Safety and Resource Protection
Wisconsin Department of Natural Resources

Safer Boating Through Partnerships

UNITED STATES POWER SQUADRONS

Be a Smart Boater...Increase Your Boating Skills!
DNR-certified classes are offered throughout the state.
For more information, call **1-888-FOR-USPS** or visit our website at www.USPS.org.



UNITED STATES COAST GUARD AUXILIARY

Helping Wisconsin Boaters...by providing boating courses, courtesy vessel examinations, and surface and air operations. For more information, visit our website at www.cgaux.org.



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Report Natural Resource Violations

CALL or TEXT:

1-800-TIP-WDNR

(1-800-847-9367)

Toll Free * Statewide * 24-Hour * Confidential

(This is NOT an information number.)

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- Contact the Wisconsin Department of Natural Resources to stay up to date on Wisconsin boating laws; online boat license renewals; fishing and hunting permits; places to boat, fish, and hunt; education and outdoor programs; and state parks, trails, and campgrounds.

- Call **1-888-936-7463**.
- Visit our website at **dnr.wi.gov**.

- For federal boating laws, visit the U.S. Coast Guard's boating safety website at **www.uscgboating.org**.

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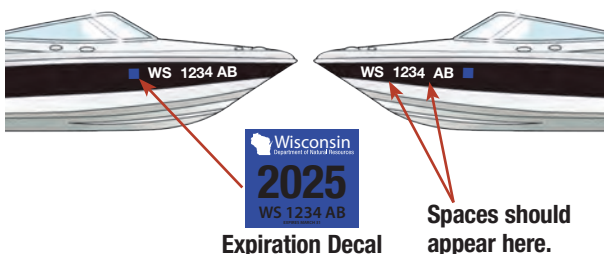
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Before Going Out

All operators are required to obey laws that regulate your vessel's registration and operation.

Registering Your Vessel

- You must have a Wisconsin Certificate of Number (registration) and expiration decals to operate a recreational vessel legally. Exceptions to the requirement to register a recreational vessel include:
 - Sailboats 12 feet in length or less and not equipped with a motor, and sailboards
 - Manually propelled vessels that are not equipped with a motor or sail
 - Vessels registered in another state and using Wisconsin waters for less than 60 consecutive days
- The Certificate of Number is obtained by submitting form 9400-193 *Boat Registration and Titling Application* and fee to the Wisconsin Department of Natural Resources (DNR). Visit dnr.wi.gov, and enter the keyword "boating registration" to obtain the application form.
- The Certificate of Number (registration card) must be on board and available for inspection by an enforcement officer whenever the vessel is operated.
- The registration number and expiration decals must be displayed as follows.
 - Numbers must be placed on each side of the forward half of the vessel.
 - Number must be read from left to right.
 - Number must be at least 3"-high **BLOCK** letters.
 - Numbers must contrast with the color of the vessel and be clearly visible and legible.
 - Letters must be separated from the numbers by a space at least two inches wide.
 - Decals must be affixed three inches behind (toward the stern) and in line with the number.
 - Two-toned and camouflage numbers are not legal and should not be used.



Other Facts About Titling and Registration

- **Titling:** Motorized boats and sailboats 16 feet in length or more that are not documented with the U.S. Coast Guard (USCG) require a Certificate of Title.
- **Vessel Operation:** If your vessel requires registration, it is illegal to operate it or allow others to operate your vessel on Wisconsin waters unless it is registered and numbered properly.
- **Expiration:** Registration is valid for three years, beginning on April 1 and expiring on March 31 at the end of each three-year period. No vessel may be operated after the registration has expired.
- **Duplicates/Replacements:**
 - If a Certificate of Number is lost or destroyed, the vessel owner must apply to the DNR for a duplicate.
 - If a Certificate of Title has been lost or destroyed, the vessel owner needs to order a replacement before selling the vessel.
 - To order a replacement Certificate of Number or Certificate of Title, visit GoWild.wi.gov. Make sure the address in your account is current, as a Certificate of Title may only be mailed to the address on record.
 - The replacement Certificate of Number or Certificate of Title can also be obtained by submitting a form and fee to the DNR. Visit dnr.wi.gov, and enter the keyword “boat registration” to obtain the form.
- **Buying or Selling a Vessel:** Transfer of ownership of a vessel terminates the Certificate of Number and Certificate of Title.
 - **Buying:**
 - The “buyer” must apply for a new registration and/or title on forms provided by the DNR within 10 days of purchase and prior to operation of the vessel. The previous owner’s Certificate of Number and/or Certificate of Title must accompany the application.
 - New vessels do not have a title issued until they are registered. The Manufacturer’s Statement of Origin (MSO) or a Certificate of Origin (COO) serves as a temporary title from the manufacturer to the dealer and then to the buyer. After comparing the boat’s hull identification number (HIN) to the numbers on the MSO or COO, the seller must sign the MSO or COO for a new boat. You, the buyer,

must submit the original MSO or COO with the application to complete the registration process.

- If buying a vessel previously registered in Wisconsin, transfer the registration of the vessel into your name online at **GoWild.wi.gov**. You also need to mail in the boat Certificate of Title and any supporting documents to complete the transfer of ownership, the status of which will be pending until all required supporting documents are received and processed. The transfer of registration can be completed by submitting form 9400-193 *Boat Registration and Titling Application* and the fee to the DNR. Visit **dnr.wi.gov**, and enter the keyword “boating registration” to get the application form.
- **Selling:**
 - If selling a boat less than 16 feet in length with a Wisconsin Certificate of Number, sign the current registration card or a bill of sale and give it to the buyer. The registration card is the wallet-sized card kept on the boat when in use. A bill of sale should include your complete name and full address, along with the make, model, year of manufacture, HIN, and Wisconsin registration number (i.e., the “WS” number).
 - Boats 16 feet or longer in length have a Wisconsin Certificate of Title. When selling a titled boat, you must sign and give the current Certificate of Title and the registration card to the buyer to complete the sale. (**Note:** Wisconsin has issued titles for all registered motorized boats and sailboats that are 16 feet in length and longer since 1988.) The title is the legal document indicating boat ownership and is a full 8½ x 11-inch sized sheet of paper. The title must be signed by the current owner(s) of the boat. If there are multiple owners listed on the title and the word “AND” is printed between the names, each owner of the boat needs to sign the title. If there are multiple owners listed on the title and the word “OR” is printed between the names, only one owner needs to sign to complete the transfer of ownership. Copies of boat titles are not accepted. If your boat is documented by the USCG, provide the buyer with the Evidence of Deletion from United States Documentation. (If lost, contact the USCG at **1-800-799-8362**.)

- Liens: If the boat was financed, the lender may have a lien on the boat. The seller will need to clear the lien prior to the sale, and give the Lien Release (also called “lien satisfaction”) to the buyer. If you are not sure if you have a lien on your boat, look at the title. If a lien holder is listed and you do not have a lien release, contact the lien holder to obtain one before you sell the boat. Lien release documents should include complete name and full address of the boat owner and lien holder and identify the boat by HIN or Wisconsin registration number (i.e., the “WS” number) as listed on the title and boat record.
- Upon receipt of the required fee and applications, the DNR will issue a new Certificate of Number and/or Certificate of Title.
- If a boat is required to be registered and the owner has received a temporary operating receipt, but not yet received the certificate of number card and expiration decals, the person operating the boat must have proof of the temporary operating receipt available for inspection on the vessel. (**Note:** Temporary operating receipts are only valid for 60 days from the date of issuance.)
- It is unlawful to transfer the number assigned by DNR from one vessel to another.
- **Changes Requiring Notification:** The owner of a registered vessel must notify the DNR within 15 days of the occurrence of any of the following events.
 - The owner changes his or her address.
 - The owner transfers all or any part of his or her interest in the vessel.
 - The vessel is destroyed or abandoned.
- **Documented Vessels:** Larger recreational vessels owned by U.S. citizens may (at the option of the owner) be documented by the USCG. Call the USCG at **1-800-799-8362** for more information. ***Documented vessels also must be registered in Wisconsin.***
 - The expiration decals must be displayed on either side of the federally documented vessel’s name on the transom such that both decals are visible.
 - If the federally documented name is displayed on the sides of the hull, the expiration decals may be displayed 3 inches aft of and directly in line with the name.

For More Information on Registering...

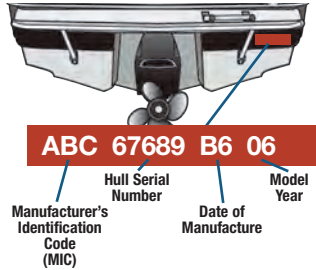
- Call Wisconsin DNR at **1-888-936-7463**.
- Visit the Wisconsin DNR website at **dnr.wi.gov**, and enter the keyword "boating."



Hull Identification Number (HIN)

- The HIN is a unique 12-digit number assigned by the manufacturer to vessels built after 1972.

- These numbers:
 - Distinguish one vessel from another.
 - Are engraved in the fiberglass or on a metal plate permanently attached to the transom.



- You should write down your HIN and put it in a place separate from your vessel in case warranty problems arise or your vessel is stolen.
- If a vessel has no HIN, or if the manufacturer's HIN has been removed, obliterated, or altered, the condition must be noted in the application for the Certificate of Title. The DNR will assign an HIN to the vessel.

Who May Operate/Age Restrictions

It is illegal for a parent or guardian to allow a child to operate a vessel in violation of the requirements below. A person born before January 1, 1989, is exempt from the safety course requirement.

Motorboats (Other Than a Personal Watercraft)

- **A person younger than 10 years** may not operate a motorboat.
- **A person 10 or 11 years old** may operate a motorboat *only if* accompanied by a parent, a guardian, or a person at least 18 years old who is designated by the parent or guardian **and** the parent, guardian, or designated adult holds a valid boating safety certificate or was born before January 1, 1989.

- **A person 12–15 years old** may operate a motorboat only if he or she:
 - Is accompanied by a parent, a guardian, or a designated adult **and** the parent, guardian, or designated adult holds a valid boating safety certificate or was born before January 1, 1989, *or...*
 - Has completed a boating safety course that is accepted by the Wisconsin DNR.
- **A person who was born on or after January 1, 1989, and who is 16 years of age or older** may operate a motorboat only if he or she:
 - Has completed a boating safety course accepted by Wisconsin DNR *or...*
 - Is accompanied by another person in the motorboat who is at least 18 years of age **and** that person holds a valid boating safety certificate or was born before January 1, 1989.

Personal Watercraft (PWC)

- **A person younger than 12 years** may not operate a personal watercraft (PWC).
- **A person 12–15 years old** may operate a PWC *only if* he or she has completed a boating safety course that is accepted by the Wisconsin DNR. (Parental supervision is not a substitute for a boating safety course certificate as with other motorboats.)
- **A person at least 16 years old** may operate a PWC *only if* he or she has completed a boating safety course that is accepted by the Wisconsin DNR. A person born *before* January 1, 1989, is exempt from the safety course requirement.
- **A person younger than 16 years** may not rent or lease a PWC.

Boat Safety Education

Persons required to have successfully completed a boater education course must carry their boater education certificate on board and make it available upon request by a law enforcement officer. Visit the DNR website at dnr.wi.gov, and enter the keyword “boat safety” to find Boat Safety Education Courses.

Local Regulations

Many local waterways in Wisconsin have specific equipment requirements, operational restrictions, and restrictions on certain activities in addition to those covered in this handbook. Be sure to check with the local boat patrol or municipality for additional regulations before you go boating. Also, be sure to read any notices posted at the boat ramp or dock.

Enforcement

Wisconsin conservation wardens, county sheriffs, and municipal police enforce the boating laws of Wisconsin. USCG officers also patrol and have enforcement authority on federally controlled waters.



- It is illegal to refuse to follow the directive of a person with law enforcement authority.
 - A vessel operator who has received a visual or audible signal from a patrol boat must reduce speed to “slow, no wake speed” and give way to the patrol boat.
 - A vessel operator must stop when requested or signaled to do so by a law enforcement officer or a patrol boat.
 - In addition to yielding and stopping for a law enforcement patrol boat when signaled to do so, it is required that you reduce speed to “slow, no wake speed” and stay at least 100 feet from a law enforcement patrol boat with its emergency lights activated when it is contacting another boat on the water. You create a safe environment for law enforcement officers and the boat occupants they are contacting when you do so.
- Federally controlled waters include: Coastal waters; the Great Lakes (Lake Michigan and Lake Superior); territorial seas; and bodies of water connected directly to one of the above, up to a point where the body of water is less than two miles wide, including the Mississippi River, and portions of the Wisconsin, St. Croix, Wolf, and Fox Rivers. When preparing to go out, the operator must check that the legally required equipment is on board.



Required Equipment

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

Personal Flotation Devices (PFDs)

- All vessels (including canoes, kayaks, and paddleboards) must have at least one USCG–approved **wearable** personal flotation device or PFD (life jacket) for each person on board.
- All vessels 16 feet or more in length (except canoes, kayaks, and paddleboards) must have one USCG–approved **throwable** device on board that is immediately accessible.
- Federal law requires children under the age of 13 to *wear* a USCG–approved PFD while underway in an open vessel on federally controlled waters.
- Sailboarders and windsurfers are exempt from PFD requirements but are encouraged to wear a PFD.
- Every person on board a PWC must *wear* a USCG–approved Type I, II, III, or V PFD.
- Besides being USCG–approved, all PFDs must be:
 - ***In good and serviceable condition***, which means no tears, rips, broken straps or snaps.
 - ***Readily accessible***, which means you are able to put the PFD on quickly in an emergency.
 - ***Of the proper size for the intended wearer***. Sizing for PFDs is based on body weight and chest size.



TYPE I: Wearable Offshore Life Jackets

These vests are geared for rough or remote waters, provide the most buoyancy, and will turn most unconscious persons face up.



TYPE II: Wearable Near-Shore Vests

These vests are good for calm waters and may not turn some unconscious wearers face up.



TYPE III: Wearable Flotation Aids

These vests or full-sleeved jackets are good for calm waters and will not turn most unconscious persons face up.



TYPE IV: Throwable Devices

These cushions and ring buoys are designed to be thrown to someone in trouble and are not designed to be worn.



TYPE V: Wearable Special-Use Devices

To be acceptable, these PFDs must be worn whenever the vessel is underway.

PFD Label

Every USCG–approved PFD has a label that contains important information. While boating, you may encounter old- or new-style PFD labels.

- The older legacy labels have a type number (Types I–V).
 - The type number indicates what kind of activity is appropriate for the PFD.
 - PFDs with these labels may still be used in the country where they are approved as long as they are in good condition.
- The new labels have a performance level icon that contains a number, typically ranging from 50 to 150.
 - A lower number means the PFD is intended for near-shore activities in calm waters. PFDs designed for near-shore use offer greater mobility and comfort. However, they will not turn most unconscious persons face up.
 - A higher number means the PFD is intended for offshore activities. PFDs designed for offshore use offer greater flotation, turning ability, and stability.
 - PFDs with these labels are approved for use in both the U.S. and Canada.
- Regardless of the label, there should be a USCG approval number. This means that the PFD is safe and meets legal requirements.



Sound-Producing Devices

In periods of reduced visibility or whenever a vessel operator needs to signal his or her intentions or position, a sound-producing device is essential.

- Although sound-producing devices are not required but are highly recommended on most state waters, they are required on federally controlled waters.
 - Vessels less than 39.4 feet in length must have some means of making an efficient sound signal (i.e., handheld air horn, athletic whistle, installed horn, etc.). A human voice or sound is not acceptable.

- Vessels 39.4 feet or more in length must carry on board a sound-producing device capable of making an efficient sound signal, audible for at least one-half mile with a 4- to 6-second duration. These vessels also must carry a bell with a clapper.
- No vessel may be equipped with a siren, except vessels used by law enforcement officers.

Fire Extinguishers

New in 2022: Any non-rechargeable (disposable) fire extinguisher that is older than 12 years should be removed from service. Refer to the date of manufacturing stamped on the bottle; for example, “05” means “2005.”

- Federal law requires all vessels to have a Type B, USCG–approved fire extinguisher on board if one or more of the following conditions exist:
 - Any inboard engine
 - Closed compartments where portable fuel tanks may be stored
 - Double bottoms not sealed to the hull or which are not filled completely with flotation material
 - Closed living spaces
 - Closed storage compartments in which flammable or combustible materials may be stored
 - Permanently installed fuel tanks (any tank where the removal of the tank is hampered by the installation of tie-down straps or clamps)
- Approved types of fire extinguishers are identified by the following marking on the label—“Marine Type USCG Approved”—followed by the type and size symbols and the approval number.
- When required by the USCG, fire extinguishers must be on board the vessel and readily accessible—where they can be easily reached. When deciding on a place to store a fire extinguisher, make sure to consider how easy it is to reach in the event of a fire. It is recommended that the fire extinguisher be conspicuously and securely mounted on its intended hanger or bracket.

New in 2022:

- Vessels that have a model year of 2018 and newer may carry only 5-B or 20-B rated fire extinguishers with date stamp.
- Vessels with a **model year** between 1953 and 2017 may carry either:
 - Unexpired 5-B or 20-B rated fire extinguishers *or...*
 - B-I or B-II rated fire extinguishers that are in good and serviceable condition.

Model Year means the period beginning June 1 of a year and ending on July 31 of the following year and being designated by the year in which it ends.

Use this chart to determine the size and quantity required for your vessel.

Length of Vessel	Without Fixed System	With Fixed System*
Less than 26 ft.	one 5-B	none
26 ft. to less than 40 ft.	two 5-B (or one 20-B)	one 5-B
40 ft. to less than 65 ft.	three 5-B (or one 20-B and one 5-B)	two 5-B (or one 20-B)

*refers to a permanently installed fire extinguisher system

Note: One 20-B portable fire extinguisher may be substituted for two 5-B portable fire extinguishers. For vessels with a model year between 1953 and 2017, one 20-B/B-II portable fire extinguisher may be substituted for two 5-B/B-I portable fire extinguishers.

- Extinguishers must not be expired or appear to have been previously used. They must be maintained in good and serviceable condition. Good and serviceable condition means that the fire extinguisher on board:
 - Is charged and indicates it is charged if the extinguisher has a pressure gauge reading or indicator *and...*
 - Has a pin lock that is firmly in place *and...*
 - Does not show visible signs of significant corrosion or damage *and...*
 - Has a discharge nozzle that is clean and free of obstructions.

Fire Extinguisher Charge Indicators

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



green button

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



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

Navigation Lights

The required navigation lights must be displayed between sunset and sunrise and during periods of restricted visibility.

Power-Driven Vessels When Underway

If less than 65.6 feet long, these vessels must exhibit the lights as shown in illustration 1. Remember, power-driven vessels include sailboats operating under engine power. The required lights are:

- Red and green sidelights visible from a distance of at least two miles away—or if less than 39.4 feet long, at least one mile away—on a dark, clear night.
- An all-round white light or both a masthead light and a sternlight. These lights must be visible from a distance of at least three miles away on a dark, clear night. The all-round white light (or the masthead light) must be at least 3.3 feet higher than the sidelights.
- No other lights (including docking lights) may be used which could be mistaken for or interfere with those required above.

Unpowered Vessels When Underway

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

- **If less than 65.6 feet long**, these vessels must exhibit the lights as shown in illustration 2. The required lights are:
 - Red and green sidelights visible from at least two miles away—or if less than 39.4 feet long, at least one mile away.
 - A sternlight visible from at least two miles away.
- **If less than 23.0 feet long**, these vessels should:
 - If practical, exhibit the same lights as required for unpowered vessels less than 65.6 feet in length.
 - If not practical, have on hand at least one lantern or flashlight with a white light which can be exhibited as in illustration 3 in sufficient time to avoid a collision.

All Vessels When Not Underway

All vessels are required to display a white light visible from all directions whenever they are moored, anchored, or drifting outside a designated mooring area or more than 200 feet from shore between sunset and sunrise.

1. Power-Driven Vessels Less Than 65.6 Feet



The masthead light and sternlight may be combined as an all-round white light on vessels less than 39.4 feet long.



2. Unpowered Vessels Less Than 65.6 Feet



An alternative to the sidelights and sternlight is a combination red, green, and white light, which must be exhibited near the top of the mast.

3. Unpowered Vessels Less Than 23.0 Feet



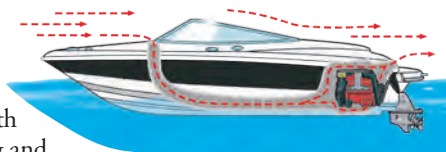
Vessel operators should never leave shore without a flashlight. Even if you plan to return before dark, unforeseen developments might delay your return past nightfall.



Ventilation Systems

The purpose of ventilation systems is to avoid explosions by removing flammable gases.

- All gasoline-powered vessels, constructed in a way that would entrap fumes, must have at least two ventilation ducts fitted with cowls to remove the fumes.
- If your vessel is equipped with a power ventilation system, turn it on for at least four minutes both after fueling and before starting your engine.
- If your vessel is not equipped with a power ventilation system (for example, a PWC), open the engine compartment and sniff for gasoline fumes before starting the engine.



Backfire Flame Arrestors

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

- All powerboats (except outboards) that are fueled with gasoline must have an approved backfire flame arrestor on each carburetor.
- Backfire flame arrestors must be:
 - In good and serviceable condition *and...*
 - USCG-approved (must comply with SAE J-1928 or UL 1111 standards).
- Periodically clean the flame arrestor(s) and check for damage.

Mufflers and Noise Level Limits

Vessel operators may not hear sound signals if the engine is not adequately muffled.

- The exhaust of every internal combustion engine on any vessel must be effectively muffled. That is, the engine's exhaust must be muffled or suppressed at all times so as not to create excessive noise.
- It is unlawful to operate a vessel that exceeds a noise level of 86 dBA.
- The use of cutouts is prohibited.

Visual Distress Signals (VDSs)

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

- Vessels on federally controlled waters must be equipped with visual distress signals. If pyrotechnic VDSs are used, they must be dated. Expired VDSs may be carried on board, but a minimum of three unexpired VDSs must be carried in the vessel.
- An operator who observes a distress signal must stop and render aid. It is prohibited to display VDSs unless assistance is needed. In addition to the laws mentioned previously, here are some other Wisconsin regulations that apply when vessel operators are on the water. Please also see the section titled “Specifically for PWC.”

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

Day

- Handheld Orange Smoke (Pyrotechnic)
- Floating Orange Smoke (Pyrotechnic)
- Orange Flag (Non-Pyrotechnic)

Night

- Electric Light (Non-Pyrotechnic)

Day and Night

- Red Meteor (Pyrotechnic)
- Red Flare (Pyrotechnic)



Arm Signal

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

Emergency Engine Cut-Off Switch (ECOS)

- Most PWC and powerboats come equipped by the manufacturer with a device called the emergency engine cut-off switch (ECOS). This safety device is designed to shut off the engine if the operator is thrown from the normal operating position.
- A lanyard is attached to the ECOS and the operator of the vessel, generally on the wrist or PFD. If the operator is thrown, the ECOS shuts off the engine. If your vessel does not have an ECOS, it is recommended to have one installed.
- It is illegal to operate a PWC on the waters of this state without properly attaching the lanyard between the ECOS and the operator.
- As of April 2021, the Elijah E. Cummings Coast Guard Act of 2020 requires the operator of motorized vessels under 26 feet in length, with an engine capable of 115 pounds or more of static thrust, which equates to about 3 horsepower, to wear an ECOS link (lanyard) while operating above no-wake speed. This is a federal regulation that applies on all federally controlled waters but is recommended on all waters of this state. For more information regarding this new federal regulation and how it may impact you, please visit the USCG Boat Responsibly website at www.uscgboating.org.



On the Water

In addition to the laws mentioned previously, here are some other Wisconsin regulations that apply when vessel operators are on the water. Please also see the section titled “Specifically for PWC.”

Unlawful Operation

Wisconsin law states that these dangerous operating practices are illegal.

- **Negligent or Reckless Operation** of a vessel or the reckless manipulation of water skis, a surfboard, or a similar device is operating in a manner that causes danger to the life, limb, or property of any person. Examples of negligent or reckless operation are:
 - Jumping the wake of any vessel that is towing a person on water skis, inner tube, wakeboard, or other similar device
 - Operating a vessel within any area marked off or set aside as a prohibited area or a swim area
 - Weaving your vessel through congested waterway traffic
 - Operating a vessel in a manner that creates hazardous wave or wake conditions while approaching or passing another vessel
 - Steering toward another object or person in the water and swerving at the last possible moment in order to avoid collision
 - Chasing, harassing, or disturbing wildlife with your vessel
 - Displaying blue-colored lights that may be confused with an authorized patrol or emergency vessel.

- **Operating a Boat With a Person Riding on the Bow, Deck, or Gunwale** is allowing the operator or passengers to ride or sit on the gunwales, tops of seat backs or sides, or on the decking over the bow while underway.



- **Overloading** is loading the vessel beyond the recommended capacity shown on the capacity plate installed by the vessel manufacturer. The operator must limit the vessel’s load to the total weight or maximum number of persons shown on the capacity plate, whichever is more restrictive.
- **Overpowering** is providing more power than is needed. It is illegal to sell, equip, operate, or allow others to operate a boat with any motor or other propulsion machinery beyond its safe power capacity.

- **Improper Speed or Distance** is not maintaining a proper speed and/or distance while operating a vessel. Specifically, it is illegal to:
 - Operate a vessel at a distance from other vessels or at a speed that exceeds safe and reasonable limits given the waterway traffic, marked speed limits, weather, and other boating conditions.
 - Exceed the speeds posted or charted in any specific zone or area.
 - Operate a vessel repeatedly in a circuitous manner within 200 feet of another vessel or person in the water.
 - Operate a vessel within 100 feet of the shoreline, any dock, raft, pier, or restricted area on any lake at greater than “**slow, no wake speed.**”
 - Operate a vessel at greater than “slow, no wake speed” on lakes that are 50 acres or less and have public access, unless such lakes serve as thoroughfares between two or more navigable lakes. Lake size is determined in the most current version of “Wisconsin Lakes,” PUB-FH-800, at dnr.wi.gov/lakes/lakebook/wilakes2009bma.pdf.
 - Operate a vessel at greater than “slow, no wake speed” within 100 feet of a swimmer, unless the vessel is assisting the swimmer.
 - Operate a motorboat, other than a PWC, at a speed in excess of “slow, no wake speed” within 100 feet of the shoreline of any lake.
 - Operate a vessel faster than “slow, no wake speed” within 100 feet of a patrol boat displaying emergency lights.

“**Slow, No Wake Speed**” means a speed at which a vessel moves as slowly as possible while still maintaining steering control.

- **Unsafe Condition** is placing or leaving in public waters any vessel that is not safe to operate. Law enforcement officers may instruct the operator to take immediate corrective action or return to mooring if any of the following “unsafe conditions” exist.
 - The vessel is overloaded or overpowered.
 - There are insufficient PFDs, fire extinguishers, backfire flame arrestors, ventilation systems, or navigation lights.
 - The vessel is leaking fuel or has fuel in the bilges.

Alcohol and Drugs

Wisconsin law prohibits *anyone* from operating a motorboat or manipulating water skis or similar devices while under the influence of alcohol or drugs.

Alcohol and drugs cause impaired

balance, blurred vision, poor coordination, impaired judgment, and slower reaction times.

- Anyone who operates or attempts to operate a vessel is deemed to have given consent to an alcohol and/or drug test.
- It is illegal for a person to operate a motorboat or use water skis, a surfboard, or other device if he or she:
 - Is under the influence of an intoxicant or a controlled substance *or...*
 - Has a blood alcohol concentration of 0.08% or greater.



Just remember this simple rule:
Don't Drink and Boat!

Obstructing Navigation

It is illegal to:

- Operate any vessel in such a way that it will interfere unnecessarily with the safe navigation of other vessels.
- Anchor an unoccupied vessel in the traveled portion of a river, channel, or traffic lane in a way that will prevent or interfere with any other vessel passing through the same area.
- Moor or attach a vessel to a buoy (other than a mooring buoy), beacon, light, or any other navigational aid placed on public waters by proper authorities.
- Move, displace, tamper with, damage, or destroy any navigational aid.
- Obstruct a pier, wharf, boat ramp, or access to any facility.

Homeland Security Restrictions

- Violators of the restrictions below can expect a quick and severe response.
 - Do not approach within 100 yards and slow to minimum speed within 500 yards of any U.S. Naval vessel. If you need to pass within 100 yards of a U.S. Naval vessel for safe passage, you must contact the U.S. Naval vessel or the USCG escort vessel on VHF-FM channel 16.
 - Observe and avoid all security zones. Avoid commercial port operation areas, especially those that involve military, cruise line, or petroleum facilities.
 - Observe and avoid other restricted areas near dams, power plants, etc.
 - Do not stop or anchor beneath bridges or in the channel.
- Keep a sharp eye out for anything that looks peculiar or out of the ordinary. Report all activities that seem suspicious to the local authorities, the USCG, or the port or marina security.

Boating Accidents

- An operator involved in a boating accident resulting in death, injury, or damage to the boat(s) or other property exceeding \$2,000 must:
 - Stop his or her vessel *immediately* at the scene of the accident *and...*
 - Assist anyone injured or in danger from the accident, unless doing so would seriously endanger his or her own vessel or passengers *and...*
 - Give, in writing, his or her name, address, and vessel identification to anyone injured and to the owner of any property damaged by the accident.
- A vessel operator is required to make a verbal and written report whenever a boating accident results in:
 - Loss of life or disappearance of a person *or...*
 - Injury to any person *or...*
 - Property damage in excess of \$2,000.
- Verbal reports must be made immediately to a DNR conservation warden or a local law enforcement officer.
- A written report must be submitted within 10 days on DNR *Form 4100-20* to DNR-Boat Safety, P.O. Box 7921, Madison, WI 53707. Visit dnr.wi.gov, and enter the keywords “boat crash” to obtain the *Operator Boating Incident Report* form.

Diving and Snorkeling Activities

Diver-Down Flag

The purpose of a diver-down flag is to warn boaters to avoid the area where divers are under water.

- It is unlawful to engage in underwater skin diving or swimming with the use of swimming fins outside a marked swim area or beyond 150 feet from shore unless the location of such swimming or diving is marked by a divers flag.
- It is unlawful to scuba dive outside a marked swim area unless the location of the scuba diving is marked by a divers flag.
- A diver must stay within 50 feet of the diver-down flag on federal waters.
- Except in case of emergency, anyone engaged in such swimming or diving shall not rise to the surface outside of 50 feet from divers flag.
- No person diving or swimming shall interfere with someone engaged in fishing.
- No person shall dive or swim in any established navigation lane.
- It is unlawful to display a diver-down flag when not diving.
- Vessels not engaged in diving operations must stay at least 100 feet away from any displayed diver-down flag.
- Two types of flags are used to indicate diving activity.



Divers Flag



Alfa Flag

A rectangular red flag, at least 12 x 15 inches with a three-inch white diagonal stripe, mounted on a float or buoy to be clearly visible

A blue-and-white International Code Flag A (or Alfa flag), usually flown from a vessel and used on federally controlled waters

Diving Around Wisconsin's Historic Shipwrecks

The Wisconsin Historical Society has published information about many historic shipwreck sites in Wisconsin waters, some of which are marked by seasonal mooring buoys. Damaging or removing material from a wreck site not only diminishes the enjoyment for future visitors but also is a crime that can result in fines; imprisonment; and the loss of a diver's gear, boat, trailer, and vehicle.

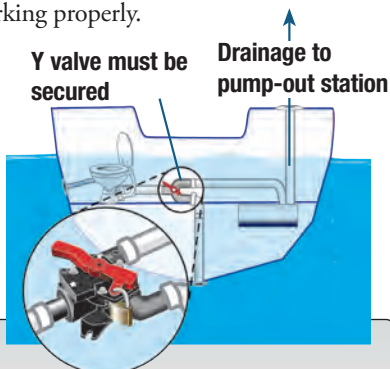
Boat Battery

It is unlawful to operate a motorized vessel equipped with a storage battery unless the battery is secured against shifting. A covered battery box with a strap is best. In addition, the battery must be equipped with nonconductive terminal shields to prevent accidental shorting. Both the positive and negative terminals must be covered.

Discharge of Waste

It is unlawful to place, leave, or discharge waste or waste containers into or near any Wisconsin waters. This includes anti-freeze used in winterizing your vessel.

- Every vessel with an installed toilet must have an operable marine sanitation device (MSD) on board.
- All installed marine sanitation devices must be USCG-certified and working properly.



Typical Marine Sanitation Device

Types of MSDs

There are three types of MSDs.

- Types I and II MSDs are usually found on large vessels. Waste is treated with special chemicals to kill bacteria before the waste is discharged. Types I and II MSDs with Y valves that would direct the waste overboard must be secured so that the valve cannot be opened. This can be done by placing a lock or non-reusable seal on the Y valve or by taking the handle off the Y valve in a closed position.
- Type III MSDs provide no treatment and are either holding tanks or portable toilets. Collected waste should be taken ashore and disposed of in a pump-out station or onshore toilet.

Discharge of Trash

It is illegal to dump refuse, garbage, or plastics into any state or federally controlled waters.

- You must store trash in a container while on board and place it in a proper receptacle on shore.
- If boating on federally controlled waters and your vessel is 26 feet or longer, you must display a Garbage Disposal Placard that is at least 4 x 9 inches and notifies passengers and crew about discharge restrictions.

Discharge of Oil and Other Hazardous Substances

- You are not allowed to discharge oil or hazardous substances into the water.
- You are not allowed to dump oil into the bilge of the vessel without means for proper disposal.
- You must dispose of oil waste at an approved reception facility. On recreational vessels, a bucket or bailer is adequate for temporary storage prior to disposing of the oil waste at an approved facility.
- If boating on federally controlled waters and your vessel is 26 feet or longer, you must display a 5 x 8-inch placard made of durable material, fixed in a conspicuous place in the machinery spaces or at the bilge pump control station, stating the Federal Water Pollution Control Act's law.

If your vessel discharges oil or hazardous substances into the water, immediately call the National Response Center at **1-800-424-8802**.



Aquatic Invasive Species

Introducing non-native species into Wisconsin waters can upset the balance of the ecosystem, thereby harming the environment. Aquatic invasive species, such as zebra mussels, quagga mussels, milfoil, and hydrilla, are often spread between

waterways by hitching a ride on vessels and trailers. When transplanted into new waters, these organisms proliferate, displacing native species and damaging the water resource.



**STOP AQUATIC
HITCHHIKERS!™**

- To help prevent spreading aquatic nuisance species, Wisconsin law requires that you:
 - Inspect your vessel, trailer, and equipment, and remove any attached plants and animals before launching and before leaving the area and traveling on a public highway.
 - Drain all water from all boats, motors, trailers, boat equipment, and fishing equipment before you transport the boat, trailer, or equipment away from that body of water or its shore.
 - Drain all water from any boat being transported over land before the boat enters Wisconsin from another state.
- When you leave a body of water that contains aquatic invasive species, you also should disinfect everything by:
 - Rinsing your vessel, propeller, trailer, and equipment with hot water (at least 104° Fahrenheit), *or...*
 - Air-drying your vessel and equipment for at least five days.
- **Rules for Transporting Live Minnows and Other Fish:** To prevent the spread of Viral Hemorrhagic Septicemia (VHS), a deadly fish virus that is threatening Wisconsin's fish, the Wisconsin DNR has established certain rules.
 - If obtained from a Wisconsin bait dealer, live minnows may be transported away and used again:
 - On the same water, *or...*
 - On any other waters if no lake water, river water, or other fish were added to the container.
 - You may not transport any other live fish or any live fish eggs away from any state waters.
 - For more information, visit dnr.wi.gov, and search for the keyword "VHS."
- If you think you have found an aquatic invasive species, save it and contact your nearest Wisconsin DNR office.

For more information on aquatic nuisance species found in Wisconsin, visit dnr.wi.gov, and search for the keyword "aquatic."

Specifically for PWC

PWC operators must obey the laws that apply to other vessels as well as obey additional requirements that apply specifically to the operation of PWC. Particular attention must be paid to the PWC's capacity plate to determine the appropriate number of people allowed on the PWC.

Requirements Specific to PWC

- Every person on board a PWC must *wear* a USCG–approved Type I, II, III, or V PFD.
- An operator of a PWC equipped with a lanyard-type ECOS must attach the lanyard to his or her person, clothing, or PFD.
- A PWC may not be operated between sunset and sunrise.
- A PWC operator must always face forward.
- A PWC may not be operated at faster than “slow, no wake speed” within:
 - 100 feet of any other vessel on any waterbody
 - 100 feet of a dock, pier, raft, or restricted area on any lake
 - 200 feet of shore on any lake
- There are minimum age and boater education requirements for operators of PWC.
- A PWC must be operated in a responsible manner. Maneuvers that endanger people or property are prohibited, including:
 - Jumping a wake with a PWC within 100 feet of another vessel
 - Operating within 100 feet of a vessel that is towing a person on water skis, inner tube, wakeboard, or similar device, or operating within 100 feet of the tow rope or person being towed
 - Weaving a PWC through congested waterway traffic
 - Steering toward another object or person in the water and swerving at the last possible moment in order to avoid collision
 - Chasing, harassing, or disturbing wildlife with a PWC

Specifically for Skiing

Vessel operators towing a person(s) on water skis, a surfboard, or any other device have additional laws.

Requirements for Towing Skiers

- A person may not be towed behind a vessel between sunset and sunrise.
- When a vessel is towing a person on water skis, a surfboard, or other device, the operator must have another competent person on board to act as an observer **or** the vessel must be equipped with a wide-angle rearview mirror.
- A PWC operator may not tow a person on water skis or other devices unless:
 - The PWC is designed and recommended by the manufacturer to accommodate at least three people, **and...**
 - A competent observer is on board and in a position to observe the person being towed **or** the PWC is equipped with a wide-angle rearview mirror.
- Those towing skiers on water skis, a surfboard, or similar devices and those being towed must act in a safe and prudent manner.
 - Vessels towing persons may not come within 100 feet of any occupied anchored boat, any PWC, or any marked swimming area or public boat landing.
 - Persons being towed behind a vessel on water skis, a surfboard, or other device, or their towing rope, may not come within 100 feet of a PWC.



Avoid Propeller Strike Injuries!

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

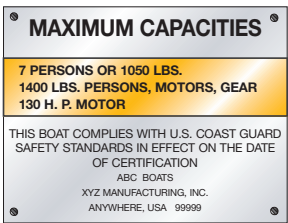
- Maintain a proper lookout. The primary cause of propeller strike accidents is operator inattention.
- Make sure the engine is off so that the propeller is not rotating when passengers are boarding or leaving a boat.
- Never start a boat with the engine in gear.
- Slow down when approaching congested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

Before Going Out

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

Vessel Capacity


- Always check the capacity plate, which is usually found near the operator's position or on the vessel's transom. This plate indicates the maximum weight capacity and/or the maximum number of people that the boat can carry safely in good weather.
 - 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.
- Personal watercraft (PWC) and some other vessels are not required to have a capacity plate. Follow the recommended capacity in the owner's manual and on the manufacturer's warning decal.



Filing a Float Plan

Before going out on a vessel, it is always a good idea to leave a float plan with a relative or friend, or at least with a local marina. A float plan should:

- Describe the vessel, including its registration number, length, make, horsepower, and engine type.
- State where you are going, the detailed route, your planned departure time, and your expected return time.
- Give the name, address, and telephone number of each person on board and an emergency contact.


Get Safe, Get Certified.

FLOAT PLAN

Complete this form before going out on your boat, and leave it with a reliable person who will notify the Coast Guard and local authorities if you do not return as scheduled. If you are delayed and it is not an emergency, inform the person with your float plan to avoid an unnecessary search.

1. Name of person filing this plan: _____
Telephone #: (____) _____
2. Description of boat: Registration number: _____ Type: _____ Make: _____
Color: _____ Year: _____ Length: _____ Name: _____
3. Names of persons on board: _____ Age: _____ Address: _____
Telephone #: (____) _____
Telephone #: (____) _____
Telephone #: (____) _____
Telephone #: (____) _____
Telephone #: (____) _____
4. Description of engine: Type: _____ Horsepower: _____ # of engines: _____ Fuel capacity: _____
5. Survival equipment on board. Check as appropriate:
 Life Jackets (PFDs) Flares Flashlight Signal mirror Anchors Ratt or dinghy
 Smoke Signals Horn Water Paddles Food
6. Radio Yes No Type: _____ Frequency: _____ Call sign: _____
7. Trip expectations
Leaving from: _____ Going to: _____
Departing on: _____/_____/_____ am pm Returning: _____/_____/_____ am pm
8. Other pertinent information: _____
9. Description of automobile: _____ Trailer license #: _____ License Plate #: _____
Make: _____ Model: _____ Color: _____ Where parked: _____
10. If not returned by: _____/_____/_____ am pm
Call: _____ date _____ time _____
U.S. Coast Guard telephone #: (____) _____
Local authority: _____ Telephone #: (____) _____

Pre-Departure Checklist

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

- ✓ Check the weather forecast for the area and time frame during which you will be boating.
- ✓ Make sure that the steering and throttle controls operate properly and all lights are working properly.
- ✓ Check for any fuel leaks from the tank, fuel lines, and carburetor.
- ✓ Check the engine compartment for oil leaks.
- ✓ Check hose connections for leaks or cracks, and make sure hose clamps are tight.
- ✓ Drain all water from the engine compartment, and be sure the bilge plug is replaced and secure.
- ✓ Check to be sure you have a fully charged engine battery and fire extinguishers.
- ✓ If so equipped, make sure the engine cut-off switch (ECOS) and wrist lanyard are in good order.
- ✓ Make sure you have the required number of personal flotation devices (PFDs), and check that they are in good condition.
- ✓ Leave a float plan with a reliable friend or relative.

Trailing Your Vessel Safely

■ Before leaving home:

- Secure and evenly distribute all gear in the vessel.
- Properly secure the vessel with tie-down straps.
- Tilt and secure the engine to increase clearance.
- Crisscross the safety chains when attaching them.
- Test the trailer brakes and lights.

■ Launching your vessel from a trailer:

- Prepare your vessel well away from the boat ramp.
- Back the vessel into the water until the engine's lower unit can be submerged while on the trailer.
- Warm up the engine. Back the trailer further until the vessel floats. Then back slowly off the trailer.

■ Retrieving your vessel:

- Back the trailer into the water so that two-thirds of the rollers or bunks are submerged.
- Move the vessel onto the trailer far enough to attach the winch line to the bow eye of the vessel. Finish pulling it onto the trailer by cranking the winch.
- Tow the vessel off the ramp out of the way of others.
- While at the ramp area, remove all weeds from the vessel, remove the drain plug, and drain live wells.

On the Water

Safe navigation on Wisconsin waterways is everyone's responsibility. All operators are equally responsible for taking action as necessary to avoid collisions.

Navigation Rules

There are two terms that help explain these rules.

- **Stand-on vessel:** The vessel that should maintain its course and speed
- **Give-way vessel:** The vessel that must take early and substantial action to avoid collision by stopping, slowing down, or changing course

Power vs. Power



Meeting Head-On

Power vs. Power: Neither vessel is the stand-on vessel. Both vessels should keep to the starboard (right).
Power vs. Sail: The powerboat is the give-way vessel. The sailboat is the stand-on vessel.

Crossing Situations

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

Overtaking

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

Power vs. Sail

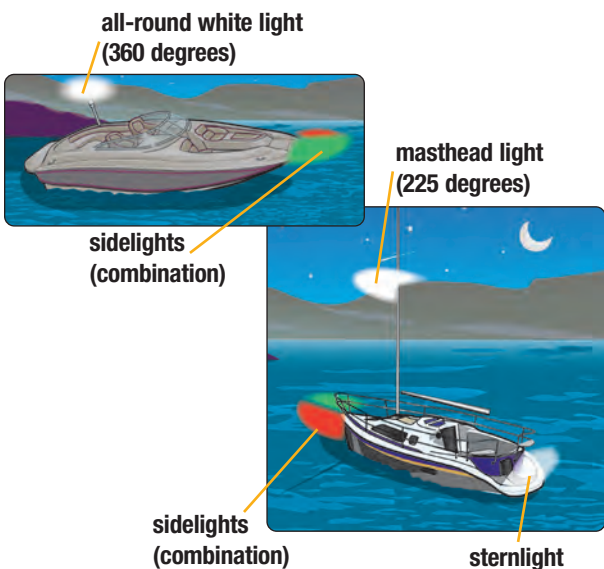


Note: Powered vessels and sailing vessels should give way to unpowered vessels.

Nighttime Navigation

Be on the lookout for the lights of other vessels when boating at night. Several types of lights serve as navigational aids at night. There are four common navigation lights.

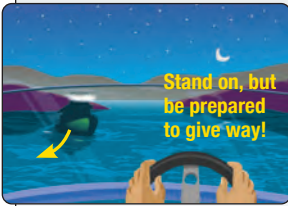
- **Sidelights:** These red and green lights are called sidelights (also called combination lights) because they are visible to another vessel approaching from the side or head-on. The red light indicates a vessel's port (left) side; the green indicates a vessel's starboard (right) side.
- **Sternlight:** This white light is seen only from behind or nearly behind the vessel.
- **Masthead Light:** This white light shines forward and to both sides and is required on all power-driven vessels. A masthead light must be displayed by all vessels when under engine power. The absence of this light indicates a sailboat under sail.
- **All-Round White Light:** On power-driven vessels less than 39.4 feet in length, this light may be used to combine a masthead light and sternlight into a single white light that can be seen by other vessels from any direction. This light serves as an anchor light when sidelights are extinguished.



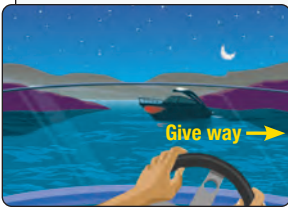
Encountering Vessels at Night



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



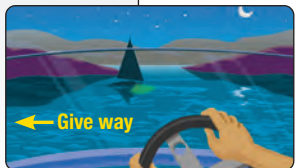
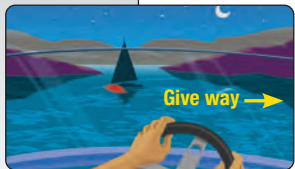
When you see a green and a white light, you are the stand-on vessel. However, remain alert in case the other vessel operator does not see you or does not know the navigation rules.



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

Encountering a Sailboat at Night

When you see **only a red light or only a green light**, you may be approaching a sailboat under sail and you must give way. The sailboat under sail is always the stand-on vessel, except when it is overtaking another vessel.



Non-Lateral Markers

Non-lateral markers are navigational aids that give information other than the edges of safe water areas. The most common are regulatory markers which are white and use orange markings and black lettering. These markers are found on lakes and rivers.



Information

Squares indicate where to find food, supplies, repairs, etc. and give directions and other information.



Controlled Area

Circles indicate a controlled or restricted area such as speed limit, no fishing or anchoring, etc. Obey the restrictions described near the circle.



Keep Out

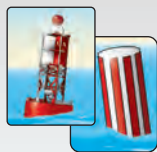
Crossed diamonds indicate areas off-limits to all vessels.



Warning

Diamonds warn of dangers such as rocks, shoals, construction, etc. The hazard will be described near the diamond. Always proceed with caution.

Channel Marker Buoys



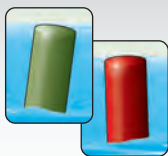
Safe Water Markers are white with red vertical stripes and indicate unobstructed water on all sides. They mark mid-channels or fairways and may be passed on either side.



Inland Waters Obstruction Markers are white with black vertical stripes and indicate an obstruction to navigation. You should not pass between these buoys and the nearest shore.



Mooring Buoys are white with a blue horizontal band and are found in marinas and other areas where vessels are allowed to anchor.



Safe Channel Buoys indicate that the safe boating channel is between them. When heading upstream, green marks the left side of the channel and red marks the right.

Weather Emergencies

Weather can change very rapidly and create unexpected situations for boat operators. Even meteorologists have trouble predicting rapid weather changes. You should always monitor weather developments. One way is to tune a VHF radio to the frequencies listed on the next page.

What to Do if Caught in Severe Weather

- Prepare the boat to handle severe weather.
 - Slow down, but keep enough power to maintain headway and steering.
 - Close all hatches, windows, and doors to reduce the chance of swamping.
 - Stow any unnecessary gear.
 - Turn on your boat's navigation lights. If there is fog, sound your foghorn.
 - Keep bilges free of water. Be prepared to remove water by bailing.
 - If there is lightning, disconnect all electrical equipment. Stay as clear of metal objects as possible.
- Prepare your passengers for severe weather.
 - Have everyone put on a U.S. Coast Guard (USCG)–approved PFD. If passengers are already wearing their PFDs, make sure they are secured properly.
 - Have your passengers sit on the vessel floor close to the centerline for their safety and to make the boat more stable.
- Decide whether to go to shore or ride out the storm.
 - If possible, head for the nearest shore that is safe to approach. If already caught in a storm, it may be best to ride it out in open water rather than try to approach the shore in heavy wind and waves.
 - Head the bow into the waves at a 45-degree angle. PWC should head directly into the waves.
 - If the engine stops, drop a “sea anchor” on a line off the bow to keep the bow headed into the wind and reduce drifting while you ride out the storm. In an emergency, a bucket will work as a sea anchor.
 - If the sea anchor is not sufficient, anchor using your conventional anchor to prevent your boat from drifting into dangerous areas.

VHF Frequencies Broadcasting NOAA Weather Reports

162.400 MHz	162.450 MHz	162.500 MHz	162.550 MHz
162.425 MHz	162.475 MHz	162.525 MHz	

These are the most commonly used VHF channels on United States waters.

Channel 6 Intership safety communications.

Channel 9 Communications between vessels (commercial and recreational), and ship to coast (calling channel in designated USCG districts).

Channel 13 Navigational use by commercial, military, and recreational vessels at bridges, locks, and harbors.

Channel 16 Distress and safety calls to USCG and others, and to initiate calls to other vessels; often called the “hailing” channel. (Some regions use other channels as the hailing channel.) When hailing, contact the other vessel, quickly agree to another channel, and then switch to that channel to continue conversation.

Channel 22 Communications between the USCG and the maritime public, both recreational and commercial. Severe weather warnings, hazards to navigation, and other safety warnings are broadcast on this channel.

Channels 24–28 Public telephone calls (to marine operator).

Channels 68, 69, and 71 Recreational vessel radio channels and ship to coast.

Channel 70 Digital selective calling “alert channel.”

Boating Emergencies

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

Falling Overboard

- **To prevent persons from falling overboard:**
 - Don't sit on the gunwale, bow, seat backs, motor cover, or any other area not designed for seating.
 - Don't sit on pedestal seats when underway at greater than idle speed.
 - On fishing boats with carpeted decks (such as bass boats), don't sit or stand on the deck when the boat is moving at greater than idle speed.
 - Don't stand up in or lean out from the boat.
 - Don't move about the boat when underway.
- **If someone on your boat falls overboard:**
 - Reduce speed and toss the victim a throwable device.
 - Turn your boat around and slowly pull alongside the victim, approaching the victim from downwind or into the current, whichever is stronger.
 - Turn off the engine. Pull the victim on board over the stern, keeping the weight in the boat balanced.

Capsizing or Swamping

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

Hypothermia

■ If you are boating in cold water:

- Dress in several layers of clothing under your PFD or wear a wetsuit or dry suit.
- Learn to recognize the symptoms of hypothermia. Symptoms begin with shivering and bluish lips and nails, and progress to a coma and, ultimately, death.

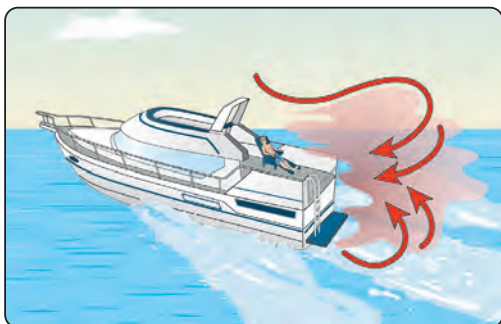
■ To reduce the effects of hypothermia:

- Put on a PFD if not wearing one. It helps you to float without excessive movement and insulates your body.
- Get as much of your body out of the water as possible.
- Don't take your clothes off unless necessary—clothes can help you float and provide insulation.
- Don't thrash or move about. Excess motion consumes energy and increases loss of body heat.
- Draw your knees to your chest and your arms to your sides, protecting the major areas of heat loss.
- If others are in the water with you, huddle together with your arms around their shoulders.

Carbon Monoxide Poisoning

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

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



Specifically for Paddlesports

Paddling down a river can be safe and enjoyable. But, according to statistics, paddlers in small crafts, such as canoes, kayaks, and rafts, are more than twice as likely to drown as those operating other types of vessels. Paddlers need to consider themselves “boaters.” They must adhere to the same laws as operators of any other type of vessel and should follow the same safety practices.



Preparing for Safety

As a paddler, you can take steps to help ensure your safety.

- Always wear a PFD.
- Make sure you have the skills needed to operate a small, unstable craft safely and to reboard the craft from the water. These skills are best learned through hands-on training.
- Never paddle alone. Bring along at least one other boater. Three crafts with two paddlers each is recommended. If unfamiliar with the waterway, be sure to paddle with someone who is knowledgeable about it.
- Never overload the craft. Tie down gear, and distribute weight evenly. Maintain a low center of gravity and three points of contact. Keep your weight centered in the craft. Leaning a shoulder over the edge of the craft can destabilize it enough to cause it to capsize.
- Leave a float plan with a friend or relative. Map a general route with a timetable when embarking on a long trip.
- Know the weather conditions before you head out. While paddling, watch the weather and stay close to shore. Head for shore if the waves increase.

Safety While Paddling

- Always wear a PFD. Also wear a helmet when paddling on rapid waters.
- Don't overload the craft with passengers or gear.
- Stay seated. Standing up or moving around in a small craft can cause it to capsize.
- Fasten down all ropes so that there is no danger of becoming entangled in case you overturn.
- If you capsize, stay at the upstream end of the craft. If carried by the current, float on your back with your feet pointed downstream, keeping your toes up and your feet together. Never try to stand unless the water is too shallow to swim.
- Be alert to changing weather conditions. Get out of the water before a storm hits.
- Before paddling on a river, make sure you understand the special challenges you may encounter.
 - Consult a map of the river, and know where any low-head dams are located. Water going over a low-head dam creates a strong recirculating current at the base of the dam, which can trap you against the face of the dam under the water. Always carry your craft around a low-head dam.
 - When approaching rapids, go ashore well upstream and check them out before continuing. In dangerous conditions, carry your craft around rapids.
 - Be alert for strainers, which are river obstructions that allow water to flow through but block vessels and could throw you overboard and damage or trap your craft.

Stand-Up Paddleboards (SUPs)

The use of stand-up paddleboards (SUPs) on lakes and rivers is growing in popularity. The USCG classifies SUPs as vessels.

- Paddleboarders must comply with recreational boating laws and rules.
- Paddleboards must have:
 - A PFD for each person on board
 - A sound-producing device such as a whistle when used on federally controlled waters
 - Navigation lights when used between sunset and sunrise—this may be a flashlight or a headlamp with a white light
 - Visual distress signals (VDSs) when used on federally controlled waters

Sunrise–Sunset Times

To make sure you display your navigation lights when required, operate your PWC during legal times, and tow a person on skis or another device only when it is legal, you need to know the sunrise and sunset times for your area. To get this information, use the Internet or download an app to your phone.

Boating Safety Instructors and Boating Ambassadors are people like you who want to make a difference on the lakes in their community.




- A **Boating Safety Instructor** is a certified volunteer instructor whose main responsibility is to teach boating safety education classes in their community.
- As the name “volunteer” would imply, the compensation for instructors is the satisfaction of knowing that what you are doing is important, that your contribution may save lives and positively influence the attitudes and actions of those who share or will share Wisconsin waterways with you.

Are you interested in getting involved with your community? Contact the Wisconsin Department of Natural Resources information desk at 1-888-936-7463 or visit dnr.wi.gov to locate the Outdoor Skills Trainer for your area to learn more about this program.

The following is a broad list meant to cover many types of boats and boating trips. This checklist includes both mandatory equipment and recommended equipment which may be good to have on board for safety but may not be required by state law.

Wisconsin Required Equipment Checklist

	Unpowered Boat	PWC	Boat Less Than 16 Ft.	Boat 16 Ft. to Less Than 26 Ft.
Boater Safety Course Certificate on Board		✓ 1	✓ 1	✓ 1
Certificate of Number on Board		✓	✓	✓
Expiration Decals Displayed		✓	✓	✓
Wearable PFDs: Type I, II, III, or V	✓	✓ 2	✓ 3	✓ 3
Throwable Device: Type IV				✓
Type 5-B Fire Extinguisher		✓	✓	✓
Engine Cut-Off Switch (ECOS)		✓		
Backfire Flame Arrestor		✓	✓ 4	✓ 4
Ventilation System		✓	✓	✓
Muffler		✓	✓	✓
Horn, Whistle, or Bell		✓ 5	✓ 5	✓ 5
Daytime VDSs				✓ 5
Nighttime VDSs		n/a	✓ 5	✓ 5
Navigation Lights	✓	n/a	✓	✓

Numbers correspond with the chart above.

1. Required for some operators of motorized vessels and PWC.
2. Those on PWC must *wear* a PFD at all times.
3. Those under the age of 13 years must *wear* a PFD when on federally controlled waters.
4. Required on inboard and stern drives only.
5. Required when operating on federally controlled waters.

Note: Some items are not applicable to PWC because PWC are not allowed to operate between sunset and sunrise.