

Revised Education Standards for NASBLA Committee Review

Current Standard	Revised Standard
Standard 1.1 - Boat Capacities	
The course will describe how to determine acceptable loading based on locating and determining a boat's gross load capacity (total weight and # persons) from the boat capacity plate and horsepower recommendations.	The course will describe how to determine acceptable loading based on locating and determining a boat's gross load capacity (total weight and # persons) from the boat capacity plate and horsepower recommendations. PWCs or other boats without capacity plates should reference the owners' manual and state laws. ¹
<i>Rationale-</i> A boat operator must be able to avoid capsizing situations by adhering to boat capacity limits and properly distributing the weight in the boat for safe operation. U.S. Coast Guard accident statistics indicate that capsizing and falls overboard are the most reported types of fatal accidents and accounted for over half of all boating fatalities. Many capsizing incidents have resulted from overloaded boats. Special care and attention is especially needed when loading small boats under 16 feet in length.	<i>Rationale-</i> A boat operator must be able to avoid capsizing situations by adhering to boat capacity limits and maintaining proper distribution of the weight in the boat for safe operation. U.S. Coast Guard accident statistics indicate that capsizing is a leading cause of fatal accidents. Many capsizing incidents have resulted from improperly loaded or overloaded boats.
Standard 1.2 - Boat Registration Requirements	
The course will describe: that all motorized boats and many other boats are required to be registered (check state requirements), requirements for hull identification number, the required certificate of number (registration documentation), and external display of numbers, the requirements for federally documented vessels, reciprocity regulations, and registration requirements in the boat's state of principal use	<i>No change.</i>
<i>Rationale -</i> Understanding the legal requirements for boat registration will help boaters to avoid unnecessary violations and resulting fines. All states require registration of powered vessels and many of the states also require registration for non-powered vessels. Penalties for failing to register a vessel may involve paying a fine of up to \$1,000 as well as the possibility of serving jail time.	<i>Rationale -</i> Registration and numbering violations are one of the top reasons for citations or arrests. Understanding the legal requirements for boat registration will help boaters to avoid unnecessary violations and resulting fines. Most states and territories require registration of powered vessels and many also require registration for non-powered vessels. Penalties for failing to register a vessel may involve paying a fine as well as the possibility of serving jail time.
Boating Equipment	
Standard 2.1 - Personal Flotation Device Types and Carriage	
The course will describe the types of U.S. Coast Guard approved personal flotation devices (PFDs) and their respective uses, advantages, and disadvantages. The course will also describe the number and types of PFDs that must be carried on the boat according to applicable regulations and will discuss/describe label restrictions.	The course will explain that there are different classifications, types and sizes of U.S. Coast Guard approved personal flotation devices (PFDs), including inflatable life jackets and throwable Type IV devices, and will feature examples of their respective uses, advantages, and disadvantages based upon the activity for which they are intended. The course will also describe the number and types of PFDs that must be carried aboard the boat according to applicable regulations, discuss and clarify label restrictions, and emphasize that the best life jacket is the one that will be worn all the time.
<i>Rationale -</i> U. S. Coast Guard statistics show approximately seventy (70) percent of all fatal boating accident deaths are caused by drowning. Of those who drowned, approximately ninety (90) percent of the victims were not wearing their life jacket. Citations and fines are issued to those boat operators who are found carrying improper PFDs for the number and types of passengers on board. Special attention must be given to the use of hybrid Type 5 inflatable PFDs and special restrictions for totally inflatable PFDs.	<i>Rationale -</i> U. S. Coast Guard recreational boating statistics show approximately seventy (70) percent of all fatal boating accident deaths are caused by drowning. Of those who drowned, approximately ninety (90) percent of the victims were not wearing their life jacket. Citations and fines are issued to boat operators who fail to carry sufficient PFDs or are found carrying improper PFDs for the number and types of passengers on board. It is important for boaters to understand that some PFDs are also referred to as life jackets and that they can be designed for different uses or activities, such as inflatable PFDs. It is also important for boat operators to read and understand the information on the PFD label and apply that to the intended wearer. The best life jacket is the one people will wear.

¹ Bolded text indicates changes made.

Standard 2.2 – Personal Flotation Device Sizing and Availability	
The course will communicate that PFDs must be readily accessible and correctly sized for the persons using them.	The course will communicate that life jackets /PFDs must be readily accessible and correctly sized for the persons using them.
<i>Rationale</i> - Capsizing and falls overboard accounted for over half of all boating fatalities. Proper use of PFDs is essential for boater safety. The participant needs to understand how to adjust PFDs of various types and styles for themselves and other passengers.	<i>Rationale</i> – Capsizing and falls overboard account for over half of all boating fatalities. All boat occupants must know where the life jackets and throwable Type IV devices are located and how to use them. Participants need to understand life jackets are designed for various uses/activities, the advantages and disadvantages of different styles, and how to adjust various types for themselves and other passengers.
Standard 2.3 - Wearing Personal Flotation Devices	
The course must: inform boat operators of the importance of wearing PFDs at all times; emphasize the need to be aware that conditions can change quickly in conjunction with boating (i.e. weather and water conditions, boat traffic, etc.); address the difficulty of putting a PFD on in the water under distress; include state or federal regulations of children wearing PFDs aboard recreational watercrafts.	The course must: inform boat operators of the importance of wearing life jackets at all times; show passengers how to correctly put on their life jackets and tell them to wear them; emphasize the need to be aware that conditions can change quickly while boating (i.e. weather and water conditions, boat traffic, etc.); address the difficulty of putting on a life jacket in the water while under distress; and include state or federal regulations pertaining to children wearing life jackets aboard recreational watercraft.
<i>Rationale</i> – It is essential that boater safety education repeatedly emphasize the importance of always wearing a PFD. Research has shown most drownings associated with recreational boating would not have occurred if the person had been wearing a PFD. In fact, 9 out of 10 drowning victims are found without a PFD. Today’s PFDs are truly wearable and new designs allow more comfort and maneuverability for every boating activity. This is a single most important behavior that boaters can do to be safe – wear a PFD at all times. Once a person enters the water, it is almost impossible to put on a life jacket. The best way to prevent drowning is to always wear a PFD.	<i>Rationale</i> – It is essential that boater safety education repeatedly emphasize the importance of always wearing a PFD. Research has shown most drownings associated with recreational boating might not have occurred if the person had been wearing a life jacket/PFD. In fact, in a recent 10 year period, PFDs were not worn in 82% of all fatal accidents. Today’s PFDs are truly wearable and new designs allow more comfort and maneuverability for every boating activity. Wearing a PFD at all times is the single most important behavior that a boater can do to be safe and prevent drowning; Once a person enters the water, it is almost impossible to put on a life jacket.
Standard 2.4 - Personal Flotation Device Serviceability	
The course will describe the characteristics of serviceable (good) PFDs and when to replace PFDs due to excessive wear or damage. Special attention must be given to the maintenance of inflatable PFDs as per manufacturer recommendations.	<i>No change.</i>
<i>Rationale</i> - PFDs are often subjected to rough handling, ultra violet sunlight, and improper storage. These conditions reduce the ability of the PFD to perform its intended function. The boat operator should be able to distinguish serviceable PFDs and identify the key conditions that necessitate replacing the PFD. Regular maintenance checks are essential to ensure the proper functioning of all PFDs and especially the inflatable PFD.	<i>No change.</i>
Standard 2.5 – Fire Extinguisher Equipment	
The course will describe the legal requirements for fire extinguishers on recreational boats, the kind of fire extinguishers needed for different types of fires, the importance of placing fire extinguishers in a readily accessible location, and the need for regular inspection of fire extinguishers.	<i>No change.</i>
<i>Rationale</i> -U.S. Coast Guard requirements specify the number and types of fire extinguishers that must be carried for class “B” fires on boats of various sizes. In the event of fire, boat operators must be able to respond quickly; outfitting their vessels with the appropriate, required equipment and understanding how to use it reduces the operators' and their passengers' exposure to danger.	<i>No change.</i>
Standard 2.6 – Back-Fire Flame Control Device	
The course will describe the purpose and maintenance of a back-fire flame control device (a required device on all enclosed engines with a carburetor).	<i>No change.</i>

<i>Rationale</i> - The U. S. Coast Guard requires that boats with gasoline engines be equipped with an acceptable means of backfire flame control.	<i>No change.</i>
Standard 2.7 – Ventilation Systems	
The course will discuss the ventilation system requirements for different types of boats.	<i>No change.</i>
<i>Rationale</i> – The U. S. Coast Guard requires that all recreational boats which “use gasoline engines for electrical generation, mechanical power or propulsion” must be equipped with a ventilation system. Gasoline vapors can collect in the bilge and explode. “Boat owners are responsible for keeping their boats’ ventilation in operating condition.”	
Standard 2.8 – Navigation Light Equipment	
The course will cover the navigation light requirements for recreational boats from applicable sections of Navigation Rules (Part C) as summarized in <u>US Federal Requirements and Safety Tips for Recreational Boats.</u>	<i>No change.</i>
<i>Rationale</i> – Many of the navigation rules are devoted to navigation lights. Recreational boats are required to display navigation lights between sunset and sunrise and during periods of reduced visibility. Boating accident statistics indicate that a significant proportion of boat collisions occur during nighttime hours.. Boat operators who know and follow navigation and anchorage light requirements can help reduce nighttime collisions. . The U.S. Coast Guard website (www.uscgoating.org) provides a summary of the most relevant lighting requirements for recreational boaters.	<i>No change.</i>
Standard 2.9 - Sound Signaling Equipment	
The course will describe the types and use of sound producing devices required on recreational boats.	<i>No Change</i>
<i>Rationale</i> – Sound devices are required equipment on recreational boats. In certain boating conditions, boat operators must be able to alert other boats to their presence or operation intentions. The number one type of reported boating accident is “collision with another vessel.” This helps to highlight the importance of carrying the appropriate sound warning equipment on board.	<i>Rationale</i> – Sound producing devices are required equipment on recreational boats. In certain boating conditions, boat operators must be able to alert other boats to their presence or operation intentions. The number one type of reported boating accident is “collision with another vessel.” Boating safety courses should demonstrate how sound producing equipment can be used to prevent collisions by signaling intentions to other recreational watercraft, and commercial and military vessels.
Standard 2.10 – Visual Distress Signal Equipment	
The course will describe the types and use of visual distress signals required on recreational boats operating on coastal waters, Great Lakes and adjoining rivers 2 miles or more wide at the mouth and up to the first point the river narrows to less than 2 miles as summarized in Federal Requirements and Safety Tips for Recreational Boats.	The course will describe the types and use of visual distress signals required on recreational boats operating on coastal waters, Great Lakes and adjoining rivers two (2) miles or more wide at the mouth and up to the first point the river narrows to less than two (2) miles as summarized in Federal Requirements and Safety Tips for Recreational Boats.
<i>Rationale</i> – Visual distress signals provide an effective means for the recreational boater to alert others of a boater in distress. In those situations where radio communications are ineffective, a boater may have no other means to gain the attention of another boater, or persons on shore, of their impending situation.	<i>Rationale</i> – Visual distress signals provide an effective means for the recreational boater to alert others of a boater in distress. In those situations where radio communications are ineffective, a boater may have no other means to gain the attention of another boater, or persons on shore, of their situation. Proper use of flare devices provides an important visual distress signal. Numerous boaters in distress have successfully signaled for assistance using flare devices.
Trip Planning and Preparation	
Standard 3.1 - Checking Local Weather And Water Conditions	
The course will describe how to make informed boating decisions based on forecasted local weather and water conditions. It will also describe dangerous weather conditions such as strong wind, storms, lightning, hurricanes, fog, and their importance in trip planning.	The course will describe how to make informed boating decisions based on forecasted local weather, water conditions, boater skill level, vessel range and capability pertinent to those conditions. It will describe dangerous weather (i.e., strong wind, storms, lightning, hurricanes, fog) and water conditions (i.e., high water, sand bars, currents , large waves)

	and their importance in trip planning.
<i>Rationale</i> - Boat operators must know the importance of getting, understanding, and using weather reports or reading weather changing signs in the sky in order to make an informed judgment about possible changing water conditions. It is the responsibility of the operator to decide to continue or make adjustments to the trip. Often poor weather in combination with other unexpected emergencies accelerates the danger to boat operators and their passengers.	<i>Rationale</i> - Boat operators must know the importance of getting, understanding, and using weather reports or reading weather changing signs in the sky in order to make an informed judgment about possible changing water conditions as they pertain to their boating skill and experience. It is the responsibility of the operator to decide to continue or make adjustments to the trip. Most accidents occur on calm, clear days. However , poor weather in combination with operator skill level and unexpected emergencies can accelerate the danger to operators and passengers.
Standard 3.2 - Checking Local Hazards	
The course will describe how to obtain information about local hazards that may impede the operation of a recreational boat.	The course will describe how to obtain information about local hazards that may impede the safe operation of a recreational boat.
<i>Rationale</i> - It is important for the boat operator to become familiar with where to get local hazard conditions information and not become complacent with his/her knowledge of local hazards; hazards are ever changing in every type of water system (i.e. lakes, ponds, rivers, oceans, etc.). Types of hazards to be discussed should be state specific (i.e. low-head dams, rapids, sudden winds, tides, currents, white water, overhead cables, bridges, waves, heavy boating traffic, etc.).	<i>Rationale</i> - It is important for boat operators to become familiar with where to get local hazard conditions information and not become complacent with their knowledge of local hazards; hazards are ever changing in every type of water system (i.e. lakes, ponds, rivers, oceans, etc.). Types of hazards to be discussed should be state specific (i.e. low-head dams, rapids, sudden winds, tides, sand bars , currents, white water, overhead cables, bridges, waves, heavy boating traffic, etc.).
Standard 3.3 - Filing a Float Plan	
The course will describe the importance of notifying someone of your boating plans and the basic information that should be included.	<i>No Change.</i>
<i>Rationale</i> - Float plans act as a rescue tool for authorities in the event of an accident. Rescue authorities can respond faster and more efficiently if a float plan has detailed information about the time of departure, expected destination, boat description, how many people on board, course, and time of expected return.	<i>Rationale</i> - Float plans act as a rescue tool for authorities in the event of an accident. Rescue authorities can respond faster and more efficiently if a float plan has detailed information about the time of departure, expected destination, boat description, how many people are on board, course, and time of expected return. Float plans can be communicated through paper plans, telephone conversations, electronic emails, text messages or other forms of communication.
Standard 3.4 - Boat Preventive Maintenance	
The course will communicate the need for regular inspection and maintenance of the boat and its key components (e.g., through-hull fittings, motor, electrical system, fuel system).	<i>No Change.</i>
<i>Rationale</i> - Keeping a boat in good working order is as much a part of the boating experience as boating itself. Negligence in maintaining a boat may lead to an unsafe or disastrous experience. Over the last few years, almost 8 percent of all reported accidents and 4 percent of fatalities were attributed to machinery and equipment failures.	<i>No change.</i>
Standard 3.5 – Transporting and Trailering	
The course will describe procedures to prevent trailering accidents and resulting injury and property damage. The course will cover safe trailering procedures including: 1) safe towing preparation, 2) road handling factors when pulling a trailer, 3) launching a boat, and 4) retrieving a boat from the water.	<i>No Change</i>
<i>Rationale</i> – The majority of recreational boats in the U.S. are trailered to and from the water. Neglecting the trailer’s maintenance can result in damage to a boat, the towing vehicle, or both, as well as create a hazard for other boats and vehicles.	<i>Rationale</i> – The majority of recreational boats in the U.S. are trailered to and from the water. Neglecting the trailer’s maintenance can result in damage to a boat, the towing vehicle, or both, as well as create a hazard for other boats and vehicles. Good trailering skills can help boaters avoid accidents and reduce conflicts on boat ramps.
Standard 3.6 - Fueling Procedures	
The course will provide information on proper procedures for fueling, ventilation during fueling, and protection of the marine environment during fueling.	<i>No change.</i>
<i>Rationale</i> - Gasoline and gasoline vapors are extremely explosive. Ignition of spilled fuel or vapors continues to cause boating accidents, injuries, and fatalities. Following safe fueling procedures reduces the	<i>Rationale</i> - Gasoline vapors can explode . Ignition of spilled fuel vapors continues to cause injuries and fatalities. The probability of explosion can be reduced by following safe fueling procedures. Use

probability for gasoline explosions.	of ethanol fuels in equipment not designed for these fuel types can result in equipment malfunction.
Standard 3.7 - Pre-Departure Checklist & Passenger Communication	
The course must describe the importance of using a pre-departure checklist and conducting an onboard safety discussion with passengers. Passengers should be informed about the location of PFDs, fire extinguishers, flares, first-aid kit, discharge and management of waste procedures, anchoring procedures, emergency radio operation (if applicable), storm/rough weather procedures, line handling, emergency boat operation, and falls overboard procedure.	The course must describe the importance of using a pre-departure checklist and conducting an onboard safety discussion with passengers. Passengers should be informed about: the location and use of life jackets/PFDs (and shown how to put them on), fire extinguishers, flares, and first-aid kit; the discharge and management of waste procedures; anchoring procedures; emergency radio operation (if applicable); storm/rough weather procedures; line handling; emergency boat operation; and falls overboard procedures.
<i>Rationale</i> - Boat operators should inform passengers of relevant safety information to prevent accidents, increase safety, and reduce response time in the event of an emergency. Boat operators should also conduct a mock training with passengers, so they understand and know what to expect in an emergency situation.	<i>Rationale</i> - Boat operators should inform passengers about the importance of wearing life jackets at all times, and make passengers aware of other relevant safety information to prevent accidents, increase their safety, and reduce response time in the event of an emergency. Boat operators should also conduct a mock training with passengers to demonstrate how to put on life jackets in difficult conditions, use the radio, get the anchor down, and respond to man-overboard incidents, so they understand and know what to expect in emergency situations.
Marine Environment	
Standard 4.1 – Environmental Laws and Regulations	
The course will describe the environmental laws and regulations concerning littering (e.g., garbage and plastic), waste management plans, display of information placards (where applicable), and aquatic nuisance species.	<i>No change.</i>
<i>Rationale</i> - Boat operators should remember that water pollution ruins not only the aesthetic beauty of the area, but harms human and marine life, and damages boating equipment. The degree and amount of garbage adrift on our coastal waterways continues to increase. Plastic, which many species mistake as food, is a big threat to marine life. Birds are found entangled in plastic rings, fishing line, or nets. Various federal and state laws prohibit throwing, discharging or depositing any sort of refuse matter into the waters of the U.S. Other acts require boats of various sizes to display placards and keep records of their refuse disposal. A person who violates any of the requirements is liable to civil penalties, fines, and imprisonment. Regional, state, and local laws may also have specific restrictions on refuse disposal. The spread of aquatic nuisance species (ANS) by recreational boaters is an increasing concern across the country. Milfoil, zebra mussels, quagga mussels and other ANS increasingly are being regulated at the regional, state and local levels to prevent their spread.	<i>No change.</i>
Standard 4.2 - Human Waste Disposal	
The course will describe the proper procedure for disposal of human waste from recreational boats and how to identify no discharge zones and pumpout station locations.	<i>No change.</i>
<i>Rationale</i> - It is illegal to discharge raw sewage from a vessel within territorial waters (within the three-mile limit), the Great Lakes, and navigable rivers. Recreational boats are not required to be equipped with a toilet. However, the Clean Water Act requires that if a toilet is installed, it must be equipped with a U.S. Coast Guard approved and operable Marine Sanitation Device (MSD).	<i>No change.</i>
Standard 4.3 – Disposal of Toxic Substances	
The course will describe procedures for the prevention of spills and improper disposal of toxic substances such as fuels, oils, and cleaning products into the marine environment and the associated fines for non-compliance.	<i>No change.</i>
<i>Rationale</i> – Oil residue tends to build up in the bilges of boats and can	<i>No change.</i>

easily be discharged directly in the water. The federal Water Pollution Control Act prohibits the discharge of oil or hazardous substances into navigable waters. Powerboats must have the capacity to retain oily mixtures on board and to transfer them to an approved reception facility.	
Safe Boat Operation	
Standard 5.1 - Operator Responsibilities	
The course will describe a boat operator's ultimate responsibility for safety and all activity aboard the boat. This responsibility extends to other water users and includes but is not limited to: controlling boat speed, obeying no wake/limited wake restrictions, refraining from careless, reckless, or negligent operations on the water, controlling boat noise,-abiding by other general boater courtesy, and observing and operating in accordance with homeland security measures including: Keeping a safe prescribed distance from military and commercial ships, Avoiding commercial port operations areas, Observing, all security zones, Observing and reporting suspicious activities to proper authorities.	The course will describe a boat operator's ultimate responsibility for operator proficiency, situational awareness, safety of boaters aboard and anyone coming into contact with the boat , and all activity aboard the boat. This responsibility extends to other water users and includes but is not limited to: controlling boat speed; obeying no wake/limited wake restrictions; refraining from careless, reckless, or negligent operations on the water; controlling boat noise;-abiding by other general boater courtesy; and observing and operating in accordance with homeland security measures. Homeland security measures include: keeping a safe prescribed distance from military and commercial ships; avoiding commercial port operations areas; observing all security zones; and observing and reporting suspicious activities to proper authorities. The course should indicate that it is but the beginning of the boater's education and that other courses are available.
<i>Rationale</i> – Boaters need to respect the rights of other people who live, recreate, or work on the water. On average, three-quarters of all reported boating accidents and half of all fatalities involve operator controllable factors. The most common types of such factors include careless or reckless operation, operator inattention, operator inexperience, excessive speed, loading of passengers and gear, and failure to maintain a proper lookout. In light of new security measures brought about by the events of September 11, 2001, it is critical that all boaters be aware of and comply with current Department of Homeland Security measures and any other relevant regulations.	<i>Rationale</i> – Boaters need to respect the rights of other people who live, recreate, or work on the water. On average, three-quarters of all reported boating accidents and half of all fatalities involve operator controllable factors. The most common types of such factors include careless or reckless operation, operator inattention, operator inexperience, excessive speed, loading and movement of passengers and gear, and failure to maintain a proper lookout. It is critical that all boaters be aware of and comply with current Department of Homeland Security measures and any other relevant regulations.
Standard 5.2 - Influence of Drugs and Alcohol on Boat Operation	
The course will describe the effects of drinking alcohol or using drugs while boating, and the boating laws pertinent to operating a boat while under the influence.	<i>No change</i>
<i>Rationale</i> – Alcohol use plays a major part in the number of boating accidents and fatalities. It is illegal to operate a boat while under the influence of alcohol or drugs. Further, according to the <i>Drinking and Recreational Boating Fatalities</i> study published in the <i>Journal of the American Medical Association</i> , 30%-40% of recreational boaters admitted to drinking while on the water. Although many felt that they could safely drink when they were the passengers, rather than the operators, the findings of the study indicated that the relative risk of death is similar for both operators and passengers when alcohol has been involved.	<i>Rationale</i> – Alcohol use plays a major part in the number of boating accidents, and especially, fatalities. It is illegal to operate a boat while under the influence of alcohol or drugs. Moreover, alcohol is a stressor and significantly increases the effects of other conditions related to being out on the water (sun, wind, fatigue, etc.) These conditions significantly compound the effects of alcohol and drugs. Passengers who are drinking should be especially encouraged to wear life jackets.
Standard 5.3 - Navigation Rules	
This course will describe basic safe boating operation and good seamanship for recreational boaters. It is designed to assist the recreational boater when encountering typical navigation rules of the road situations. Although you are responsible to be knowledgeable of the Navigation Rules in their entirety, this course will focus on only the following Inland Rules*:	<i>No change.</i>
*In those states that Inland Rules do not apply, the equivalent International, Western Rivers or Great Lakes rule(s) may be substituted by the Course Provider.	
Standard 5.3.1 - Rule of responsibility – Rules 2(a) and 2(b)	<i>No change.</i>
Standard 5.3.2 - Proper lookout – Rule 5	<i>No change.</i>

Standard 5.3.3 - Safe speed – Rule 6(a)	<i>No change.</i>
Standard 5.3.4 - Collision avoidance rules	<i>No change.</i>
Rules 7(a), 7(d), 7(d)(i), 7(d)(ii); Rule 8; Rules 13(a), 13(b); Rule 16; Rule 17; Rule 18	
Inland Rules 14(a), 14(b), 14(c), Rule 15(a)	
Standard 5.3.5 - Restricted visibility - Rules 19(a) through (e)	<i>No change.</i>
Standard 5.3.6 - Disclaimer	<i>No change.</i>
<p>“The navigation rules contained in this course summarize basic navigation rules for which a boat operator is responsible on inland waterways. Additional and more in-depth rules apply regarding various types of waterways, such as International Waters and Western Rivers, and operation in relation to commercial vessels and other watercraft. It is the responsibility of a boat operator to know and follow all the navigation rules. In those states that Inland Rules do not apply, the equivalent International, Western Rivers or Great Lakes rule(s) may be substituted by the Course Provider.</p> <p>“For a complete listing of the navigation rules, refer to the document “Navigation Rules” published by the U.S. Coast Guard (COMDTINST 16672.2 Series) and available through the U.S. Government printing office or on the web at http://www.uscg.mil/vtm/navrules/navrules.pdf. For State specific navigation requirements, refer to the state laws where you intend to boat.”</p>	<i>No change.</i>
<i>Rationale</i> - U.S. Coast Guard boating accident statistics show that there are numerous violations of the navigation rules each year. The most common violations are caused by excessive speed, not maintaining a proper lookout, or not following other established navigation rules. Recreational boaters must operate according to established rules such as those mentioned above.	<i>Rationale</i> - Recreational boaters must operate according to established navigation rules such as those mentioned above. Yet, each year, U.S. Coast Guard boating accident statistics show that there are numerous violations of the rules by recreational boaters. The most common violations are caused by excessive speed, not maintaining a proper lookout, or not following other established navigation rules.
Standard 5.4 - Aids to Navigation	
The course will describe the Federal U.S. Aids to Navigation (USATONS) and the Uniform State Waterway Marking System (USWMS). The course must provide information about regulatory/informational markers (identified by orange bands on the top and bottom of each buoy) used to advise of situations, dangers, or directions indicating shoals, swim areas, speed zones, etc.	<i>No change</i>
<i>Rationale</i> - Citations are regularly issued due to failure to obey regulatory markers. In order to navigate safely from place to place on the water, boat operators must depend on signs just as we do on land. Aids to navigation are the road signs of the water. There are two systems of marking the waterways in the United States – U.S. Aids to Navigation (USATONS) and the Uniform State Waterway Marking System (USWMS). USATONS is a system prescribing regulatory markers and aids to navigation that mark navigable waters of the United States. USWMS is a system that prescribes regulatory markers and aids to navigation for navigable state waters. The USWMS may also mark the non-navigable internal waters of a state.	<i>No change in rationale, but “note” removed from rationale.</i>
Standard 5.5 - Docking and Mooring	
The course will describe common practices for docking and mooring a boat relative to boat size, type of boat, location, weather, and current.	<i>No change.</i>
<i>Rationale</i> – Significant boat/property damage, accidents and injuries result from docking and mooring of boats in marinas and boat ramp areas, particularly in adverse weather conditions. Docking techniques vary depending on wind, current, location, degree of boat traffic in the harbor, type of boat, size of boat and skills/abilities of the boater and crew.	<i>Rationale</i> – Significant boat/property damage, accidents and injuries result from docking and mooring of boats in marinas and boat ramp areas, particularly in adverse weather conditions. Docking techniques, including the use of lines and fenders , vary depending on wind, current, location, degree of boat traffic in the harbor, type of boat, size of boat and skills/abilities of the boater and crew.

Standard 5.6 – Anchoring	
The course will describe the selection of anchors, related ground tackle, and their use for different types of boats in various boating conditions. The course must describe procedures for anchoring, use of anchors as safety devices in emergency situations, and the hazards of stern anchoring.	The course will describe the importance of carrying an anchor , the selection of anchors, related ground tackle, and their use for different types of boats in various boating conditions. The course must describe procedures for anchoring, use of anchors as safety devices in emergency situations, and the hazards of stern anchoring.
<i>Rationale</i> – Anchoring skills and decisions of where to anchor can make the difference between a successful or unsuccessful boating experience. Significant property and environmental damage can occur when improperly anchored boats slip anchor and drift into reefs, boats, marinas, or run aground.	<i>Rationale</i> – Anchoring skills and decisions of where to, as well as where not to (e.g. busy channel) , anchor can make the difference between a successful and unsuccessful boating experience. Significant property and environmental damage can occur when improperly anchored boats slip anchor and drift into reefs, boats, marinas, or run aground. Knowing how to anchor is one way to reduce or avoid other causes of accidents.
Standard 5.7 – Carbon Monoxide	
The course will describe the dangers, symptoms, and avoidance practices associated with carbon monoxide (CO) poisoning in recreational boating.	<i>No change</i>
<i>Rationale</i> – Carbon monoxide is an odorless, colorless, tasteless gas that can be toxic in even small quantities and is produced by engines, generators, grills and other equipment commonly used by boaters. Every year people who recreate on and around boats are overcome by the effects of carbon monoxide. Recreational boaters need to be aware of carbon monoxide poisoning prevention practices such as regular professional boat inspections; the installation and maintenance of carbon monoxide detectors in living spaces; the hazards of “teak surfing”; exhaust leaks from CO sources, such as engines, generators, grills and propane appliances; specific boat design features of concern; and the danger of swimming near the stern of the watercraft while generators, engines or other carbon monoxide producing equipment is in operation.	<i>Rationale</i> – Carbon monoxide is an odorless, colorless, tasteless gas that can be toxic in even small quantities. It is produced by engines, generators, grills and other equipment commonly used by boaters. Every year, people who recreate on and around boats are overcome by the effects of carbon monoxide. Recreational boaters need to be aware of carbon monoxide poisoning prevention practices such as regular professional boat inspections; the installation and maintenance of marine rated carbon monoxide detectors in living spaces; trusting the detector when the alarm is sounding ; the hazards of “teak surfing”; exhaust leaks from CO sources, such as engines, generators, grills and propane appliances; specific boat design features of concern; and the danger of swimming near the stern of the watercraft while generators, engines or other carbon monoxide producing equipment is in operation.
Standard 5.8 – Propeller Intervention & Awareness	
The course will describe the dangers, unsafe activities, safety equipment, and avoidance practices to mitigate or prevent propeller strikes in recreational boating.	<i>No change.</i>
<i>Rationale</i> – The USCG Office of Recreational Boating Safety statistics – fatalities and injuries – support the need for a comprehensive education standard and represent annually 4% of all fatalities with a growing number of injuries. In 2006, the USCG reported, prior to state reporting, 150 people struck by propeller with 25 fatalities, reflecting a 17% probability of fatality. At least 41 of the strikes were to children, ages 2 – 18. Since the danger is not readily visible to participants the operator and passengers may not recognize or consider the consequences of accidental or inadvertent contact. Motorboat propellers can inflict severe, devastating injuries that result in death, loss of extremities, severe permanent deformity, disfigurement, and/or disability. Common propeller strike scenarios are man-overboard and/or the “circle of death” from runaway vessels due to the unexpected loss of the operator. Every year people who recreate on and around boats are struck by the propeller of their boat or another boat. Even propellers in neutral or at rest can cause serious injuries.	<i>Rationale</i> – The U.S. Coast Guard recreational boating statistics on fatalities and injuries support the need for a comprehensive education standard, as propeller incidents represent annually 4 percent of all fatalities, with a growing number of injuries. Since the danger is not readily visible to boating participants, the boat operator and passengers may not recognize or consider the consequences of accidental or inadvertent contact with propellers. Motorboat propellers can inflict severe, devastating injuries that result in death, loss of extremities, severe permanent deformity, disfigurement, and/or disability. Common propeller strike scenarios are man-overboard and/or the “circle of death” from runaway vessels due to the unexpected loss of the operator. Every year people who recreate on and around boats are struck by the propeller of their boat or another boat. Even propellers in neutral or at rest can cause serious injuries.
Emergency Preparedness	
Standard 6.1 - Rendering Assistance	
The course will explain that, according to the Navigation Rules, boat operators are required to render assistance to a boat in distress to the extent they are able.	<i>No change.</i>
<i>Rationale</i> – In the event of an emergency, individuals in charge of a vessel are required to provide assistance so far as they can do so without serious danger to their own vessel or the individuals on board their vessel. Assistance from other boaters can reduce the loss of life, injury or property damage resulting from boating accidents.	<i>No change</i>

Standard 6.2 – Capsizing/Falls Overboard	
The course will describe how to prevent and respond to these emergencies. The prevention responses will include at least the following: stay centered and low, avoid standing and sudden moves, maintain three points of contact, never overload, balance your load, and avoid rough water. The responding procedures will include at least the following: wearing life jackets, taking a head count, staying with the craft when appropriate, signaling for assistance, using improvised floating aids, and initiation of procedures to recover people in the water.	<i>No change</i>
<i>Rationale</i> – Capsizing and falls overboard emergencies are consistently the leading cause of boating fatalities. Overloading and passenger movement on smaller craft contribute to most of the capsizing/falls overboard accidents. This issue highlights the need for boater education courses to stress the proper response/action in a capsizing falls overboard emergency.	<i>Rationale</i> – Capsizing and falls overboard emergencies are consistently leading causes of boating fatalities. Overloading, shifting of loads , and passenger movement on smaller craft contribute to most of the capsizing/falls overboard accidents. Boat operators must take action to prevent themselves and their passengers from falling overboard. In addition, boat operators need to provide sufficient instruction to their passengers on how to assist in the quick recovery of persons in the water in various water conditions , water temperatures and watercraft. Procedures could include throwing them a Type IV PFD or any other immediately available floating aid. This issue highlights the need for boater education courses to stress prevention of falls overboard, wearing of life jackets at all times, and the proper response/action in a capsizing/fall overboard emergency.
Standard 6.3 – Cold Water Immersion and Hypothermia Prevention	
The course will describe the dangers of cold water immersion and hypothermia, including prevention and the physiological impact of cold water immersion (initial reaction, short-term immersion/swimming failure, long-term immersion/immersion hypothermia, and post-rescue collapse).	The course will describe the dangers of cold water immersion and hypothermia, including prevention and the physiological impact of cold water immersion, including information on the various stages which include initial reaction (involuntary gasp reflex), short-term immersion/swimming failure, long-term immersion/immersion hypothermia, and post-rescue collapse.
<i>Rationale</i> – Boaters have a much greater risk of dying when involved in a cold water immersion accident. Boaters’ risk of dying increases with colder water temperatures. Sportsmen who hunt or fish from boats in cold weather are at greater risk of fatalities from capsizing or falling overboard. Water temperature varies by season and location, but the water does not have to be exceptionally cold for someone to experience the effects of cold water immersion. Capsizing and falls overboard into cold water account for a high number of boating fatalities. Researchers (Golden and Harvey 1981) identified four distinct stages in which a person immersed in cold water may become incapacitated and die. Boaters who understand the physiology of cold water immersion, understand the behaviors and conditions that cause immersion events (such as reaching overboard and improper loading), are adequately prepared for a cold water immersion event (such as wearing life jackets and carrying communication devices), and understand the decisions that should be made during such an event, have a greater chance of avoiding cold water immersion or surviving if it does occur.	<i>Rationale</i> – Capsizing and falls overboard into cold water account for a high number of boating fatalities. Boaters’ risk of dying increases with colder water temperatures. Sportsmen who hunt or fish from boats in cold weather are at greater risk of fatalities from capsizing or falling overboard. Water temperature varies by season and location, but the water does not have to be exceptionally cold for someone to experience the effects of cold water immersion. Researchers (Golden and Harvey 1981) identified four distinct stages in which a person immersed in cold water may become incapacitated and die. Boaters who understand the physiology of cold water immersion, understand the behaviors and conditions that cause immersion events (such as reaching overboard and improper loading), are adequately prepared for a cold water immersion event (such as wearing life jackets and carrying communication devices), and understand the decisions that should be made during such an event, have a greater chance of avoiding cold water immersion or surviving if it does occur.
Standard 6.4- Fire Emergency Preparedness	
The course will describe procedures to prevent and respond to boating fires such as proper use of fire extinguishers and basic knowledge of fire suppression principles.	<i>No change.</i>
<i>Rationale</i> - The potential for catastrophic emergencies from fire requires that boat operators take measures to prevent and be prepared to deal quickly and efficiently with fires. A key to understanding fire suppression is to know that eliminating one of the fire’s key ingredients, fuel, oxygen, or heat, can extinguish the fire.	<i>No change</i>
Standard 6.5 - Running Aground Prevention and Response	
The course will describe how to prevent and respond to running aground for recreational boats.	<i>No change.</i>
<i>Rationale</i> – According to the U.S. Coast Guard statistics, groundings	<i>No change.</i>

have accounted for a number of fatalities, injuries, and millions in property damage every year. Preventing running aground is an important boat operator competence. Following proper procedures in the event of a grounding can reduce or minimize fatalities, boat damage, submerged object damage, and responses by public and private entities for salvage operations.	
Standard 6.6 - Accident Reports	
The course will describe what kinds of boating accidents require an accident report as well as how, when, and where to file the report.	<i>Deleted and merged with 8.2.12.</i>
<i>Rationale</i> – Accident reports are legally required when the accident involves: 1) loss of life; or 2) personal injury requiring medical treatment beyond first aid; or 3) property damage in excess of current state or federal thresholds; or 4) complete loss of the boat. Proper filing of accident reports provides information that can be used to assist boating safety professionals to address the most serious concerns to boater safety.	
Standard 6.7 - Boating Accident Report Form	
The course will include a sample accident report form, which can be included in the textbook or as a separate handout.	<i>Deleted and merged with 8.2.13.</i>
<i>Rationale</i> – U.S. Coast Guard reports indicate that only a small fraction of non-fatal boating accidents are reported. Most accidents are not reported because of ignorance of the law and difficulty in enforcing the law. Every effort to assist boaters to report accidents may increase the rate of compliance in reporting accidents. The Coast Guard recently created a new accident report form, but states are free to use their own forms as well.	
Other Water Activities	
Standard 7.1 – Personal Watercraft and other Jet Propelled Watercraft The course will state that a Personal Watercraft is defined as a boat and must observe all boating regulations. It must describe the unique characteristics of Personal Watercraft (PWC), including at least the following topics:	The course will inform all boat operators about safe boating practices, operational characteristics and special accident risks unique to personal watercraft (PWC) such as: PWC handling characteristics/stability; off throttle steering; stopping (including braking and reverse systems); re-boarding a PWC; and the use of a lanyard cut-off switch.
7.1.1 – Operational characteristics of PWCs, including steering, stopping and stability of PWC	
7.1.2 – Off- throttle steering	
7.1.3 – PWC load capacities as per manufacturer recommendations	
7.1.4 – Re-boarding a PWC	
7.1.5 – The purpose and use of a Lanyard/Cut (Shut) off switch	
7.1.6 – The purpose and use of a fuel reserve tank	
7.1.7 – Laws and regulations	
7.1.8 – Accident prevention	
7.1.9 – Noise control	
7.1.10 – Hours of operation	
<i>Rationale</i> - Recreational boaters share waterways with personal watercraft or may themselves be operators of personal watercraft. Understanding the handling characteristics of personal watercraft can help keep adequate navigational distances to limit collisions and fatalities. Approximately 30% of all injuries sustained from boating accidents were attributed to the use of personal watercraft. For these reasons, special attention needs to be addressed to PWC accident prevention. Each PWC model has its own unique characteristics. New operators must read their owner's manual to understand the characteristics of their particular PWC. Knowing how to effectively handle a PWC also takes practice. New operators should practice their skills with an experienced operator who can guide them on controlling the PWC and making safe boating decisions.	<i>Rationale</i> - Recreational boaters share waterways with personal watercraft or may themselves be operators of personal watercraft. Many states and local areas have laws and regulations specific to PWC operation and safety. Boating operators must understand PWC characteristics and regulations in order to boat safely and legally. PWCs are operated differently from other boats, and each PWC model has its own unique characteristics. PWC operators need to consult their owner’s manual and understand the handling characteristics of personal watercraft. PWCs are highly maneuverable. The jet drive propulsion system is extremely responsive to slight steering turns. This responsiveness in maneuvering can encourage operators to attempt maneuvers that are dangerous and beyond the safe operation of the PWC.

<p>PWC operate differently than other boats. Releasing the throttle completely eliminates the ability to steer the craft. This is an important operating characteristic that is difficult for novice operators to conceive, particularly in situations of potential collisions.</p> <p>PWC are highly maneuverable. The jet drive propulsion system is extremely responsive to slight turns of the handlebars. The responsiveness in maneuvering encourages operators of PWCs to try unusual stunts. These actions can push the operators to attempt maneuvers that are dangerous and beyond the safe operation of the PWC.</p> <p>Operators must be able to re-board the PWC in deep water after falling off. This is most easily done from the rear (stern) of the craft. This maneuver is more challenging when the operator is tired. The weight of the person re-boarding and the stability of the model PWC being used also affect the ease of re-boarding.</p> <p>Many states and local areas have laws and regulations specific to PWC operation and safety, including laws that deal with the preservation of the environment. Operators must understand these regulations in order to boat safely and legally.</p> <p>PWC have special operating concerns that relate to the type of accidents these craft are most commonly involved in. A review of these accidents and how they could be prevented should be provided. For example, a proper lookout must be maintained when turning (look all around and behind before turning). Many accidents involving PWCs are caused by operators who do not own the PWC.</p> <p>Making excessive noise is one way to make PWC presence on the water unpopular. PWC operators should avoid operating continuously in one area and should stay a reasonable distance from home and cottage owners trying to relax and enjoy the waterfront.</p> <p>PWC are not equipped with lights and, according to manufacturer recommendations, are not intended for nighttime use. Many states and localities further limit the hours of operation of PWC.</p>	<p>Further, some PWCs completely lose the ability to steer when the operator releases the throttle. Newer technology reduces the off-throttle steering loss. Operators must be able to re-board the PWC in deep water after falling off. This is most easily done from the rear (stern) of the craft. This maneuver is more challenging when the operator is tired or hindered by water conditions. A properly used lanyard cut-off switch stops the PWC when the operator falls overboard, preventing the operator from being stranded or the PWC running uncontrolled. Knowing how to effectively handle a PWC takes practice. New operators should practice their skills with an experienced operator who can guide them on controlling the PWC and making safe boating decisions.</p> <p>A review of boating accident reports indicates that PWCs are involved more frequently in certain types of accidents (collisions with other vessels or hazards). The course will provide information on these common accidents and how to prevent them such as: maintaining a proper lookout when turning (look all around and behind before turning); maintaining a proper distance from other boats and hazards; and making sure that <i>all</i> operators, not just the owners of the PWC, have proper knowledge and skill to operate the PWC.</p>
<p>Standard 7.2 - Water Skiing</p>	
<p>The course will describe procedures to follow when pulling water-skiers or operating in the vicinity of water-skiing or other activities using towed devices.</p>	<p>Standard 7.2 - Water Skiing, Towed Devices and Wake Sports The course will describe procedures to follow when pulling water skiers, towing anyone behind a vessel, or allowing anyone to participate in an activity using the wake of the vessel (wake boards, tubes, etc.).</p>
<p><i>Rationale</i> – The forces generated by water skiers and their possible trajectory in a fall necessitate that each boat maintain as much distance as possible with a minimum of a 200-foot wide “ski-corridor” (100 feet on either side of the boat and behind the skier). “Skier mishaps” has been consistently listed in the top five types of boating accidents as measured by total number of boats involved. Emphasis should be place on all towed water sports.</p>	<p><i>Rationale</i> – The forces generated by water skiers and their possible trajectory in a fall necessitate that each boat maintain as much distance as possible with a minimum of a 200-foot wide “ski-corridor” (100 feet on either side of the boat and behind the skier). “Skier mishaps” has been consistently listed in the top five types of boating accidents as measured by total number of boats involved. Emphasis should be placed on all towed water sports and any towed device that has the potential to become airborne.</p>
<p>Standard 7.3 - Diving and Snorkeling</p>	
<p>The course will describe how to recognize a diver down flag and the legal requirements for operating a boat in the vicinity of snorkeling or scuba diving activities.</p>	<p><i>No change.</i></p>
<p><i>Rationale</i> – Recreational boats can present a hazard to divers in the water. Federal and state navigation rules require that diving flags be displayed during diving activities and that boaters in the area keep a safe distance from the flags.</p>	<p><i>No change</i></p>
<p>Standard 7.4 - Hunting & Fishing</p>	

The course will inform people who fish and hunt from boats that they are boaters and need to follow safe boating practices. Information must be provided about accident risks unique to this group of recreational boaters.	<i>No change</i>
<i>Rationale</i> - Anglers and hunters often don't consider themselves boaters and thus pay little attention to learning and observing boating safety rules. Approximately one-third of all boating fatalities occurred while the victim was participating in fishing activities. Likewise, more hunters die each year from drowning and the effects of hypothermia than from gunshot wounds. Many water-based hunting and fishing accidents occur from actions as simple as falling overboard while standing up to cast a line or while reaching for a decoy and other accidents are caused when the boat capsizes from an unbalanced load. However, many of the fatalities could have been prevented if the sports enthusiast had been wearing a life jacket.	<i>Rationale</i> - Anglers and hunters often don't consider themselves boaters and thus pay little attention to learning and observing boating safety rules. Approximately one-third of all boating fatalities occurred on trips involving fishing activities. Likewise, more hunters die each year from drowning and the effects of cold water shock and hypothermia than from gunshot wounds. Many water-based hunting and fishing accidents occur from actions as simple as falling overboard while standing up to cast a line or while reaching for a decoy and other accidents are caused when the boat capsizes from an unbalanced load. However, many of the fatalities could have been prevented if the sports enthusiast had been wearing a life jacket.
Standard 7.5 – Paddlesports	Standard 7.5 – Paddle Sports and Small Boats
The course will inform paddlers and rowers about accident risks and safe boating practices unique to this group of recreational boaters.	The course will describe that all boat operators, including paddlers and small boat operators, should be aware of their interactions around paddle boats, including the effect of motor boat wakes on paddle boats, other smaller boats and swimmers. Additionally, the course should provide information about the unique considerations for paddle sport boats and safety procedures including: being prepared to enter the water, knowing how to swim and how to effect self rescues in rivers/currents and other moving water conditions (strainers, low head dams, unusual high water conditions); how to load the boat properly and move around in the boat (e.g. keep the weight centered both from side to side and bow to stern).
<i>Rationale</i> – Paddlers do not consider themselves boaters and thus pay little attention to learning and observing traditional boating safety rules, so messages should be crafted specifically for them. A significant portion of fatal capsizing accidents result from occupant movement. There is a need for messages that increase awareness about the risk associated with standing in or moving about a canoe and how to minimize this risk. Since paddlesports fatalities occur across the range of canoeing and kayaking activities, education efforts should continue to be directed to all segments of the paddlesports community. More information on this topic is provided in Appendix B of the NASBLA-approval application paperwork.	<i>Rationale</i> – Since paddle sport fatalities occur across the range of canoeing and kayaking activities, education efforts should continue to be directed to all segments of the paddle sports community. Analysis of recent paddlesport accident statistics identified the following priority problem areas: the vast majority of all paddling related fatality victims were not wearing a PFD at the time of the accident; occupant movement and weight shift within a canoe played a major role in roughly 50 percent of all canoeing accidents; approximately 50 percent of canoe and kayak related fatalities were fishing at the time of the accident; at least 25 percent of victims in fatal canoeing accidents are believed to have consumed alcohol immediately prior to the accident. More information on this topic is provided in the NASBLA Paddle Sports Education standards.
State Specific Requirements and Continuing Education	
Standard 8.1 - Continuing Education	<i>No change</i>
The course will outline the need for additional boating safety education and staying informed of changes in boating safety requirements.	<i>No change</i>
<i>Rationale</i> – It is important for boat operators to understand that one of their responsibilities is to keep up-to-date with new developments in boating laws and safety information. State laws vary with regard to licensing, equipment requirements, accident reporting procedures, etc. Boating equipment and safety information available to boat operators is constantly changing and improving. Boat operators who stay abreast of these changes will be ready for new situations, thus improving their own boating enjoyment as well as the safety of all boating participants.	<i>Rationale</i> – It is important for boat operators to understand that one of their responsibilities is to keep up-to-date with new developments in boating laws and safety information. State laws vary with regard to licensing, equipment requirements, accident reporting procedures, etc. Thus, boaters must be aware of the rules in the states in which they are operating in addition to those in their home state. The boating equipment and safety information available to boat operators is constantly changing and improving. Boat operators who stay abreast of these changes will be ready for new situations, thus improving their own boating enjoyment as well as the safety of all boating participants. Skills based and/or advanced courses involving navigation, piloting, etc., are available.

<p>Standard 8.2 - State Specific Boating Information</p> <p>The course will contain (as part of the text or a separate handout) state specific information in regard to boating laws/regulations and local boating conditions. The course will include the following topics as applicable:</p> <p>8.2.1 - registration and titling requirements such as number of years registration decals are valid, expiration date of registration, decal placement.</p> <p>8.2.2 - laws for required wearing of PFDs for children, certain types of boats, and for special boating activities such as personal watercraft, skiers and others being towed.</p> <p>8.2.3 - additional equipment requirements such as anchor, lanyard, bailing devices, visual distress signals.</p> <p>8.2.4 - mufflers and noise levels.</p> <p>8.2.5 - requirements for waste discharge, no discharge zones, and litter laws.</p> <p>8.2.6 - special requirements for mandatory education, licensing, rental operation, and proficiency test certifications.</p> <p>8.2.7 - age/horsepower restrictions and adult supervision requirements for children.</p> <p>8.2.8 - laws further defining careless, reckless, unsafe, and negligent operations such as becoming airborne and operating less than specified distances behind a water skier.</p> <p>8.2.9 - boat speed limits and operation in zoned and restricted areas.</p> <p>8.2.10 - laws on operating under the influence of drugs and alcohol such as implied consent and BAC levels.</p> <p>8.2.11 - law enforcement officer authority and boater responsibility to comply.</p> <p>8.2.12 - boat accident reporting requirements</p> <p>8.2.13 - a state approved boating accident report form</p> <p>8.2.14 - other laws or regulations as required by the state approving authority.</p>	<p><i>Wording to Standards 8.2.12 and 8.2.13 changed to include aspects from Standards 6.6 and 6.7 that were deleted.</i></p> <p>8.2.12 - boat accident reporting requirements including how, when, and where to file the report. Accident reports are legally required when the accident involves: 1) disappearance or loss of life; or 2) personal injury requiring medical treatment beyond first aid; or 3) property damage in excess of current state or federal thresholds; or 4) complete loss of the boat.</p> <p>8.2.13 - a state approved boating accident report form or Coast Guard form.</p>
<p><i>Rationale</i> - All courses submitted to NASBLA for approval need to include state-specific information and provide supplemental materials and instruction to meet the intent of this requirement. Standards 8.1 and 8.2 will need to be reviewed and accepted, endorsed, or recognized by each state in which the course will be taught. NASBLA approval is not complete without gaining the acceptance, endorsement, or recognition of at least one state through the state's review of Standard 8 materials.</p>	<p><i>No change.</i></p>