

Boating laws and regulations are enacted primarily to protect today's boater. Stay abreast of new rules and regulations; they may change yearly.

Enforcement

Several law enforcement agencies enforce Connecticut's state statutes and regulations and federal navigational laws. The United States Coast Guard patrols federal waters and enforces federal laws. Municipal police officers, state conservation police officers, town marine officers, lake patrolmen and POST-certified harbor masters are empowered to enforce state boating regulations. In their jurisdiction, enforcement officers have authority to stop and board boats to check for compliance with federal or state law or to search without warrant, upon probable cause that other laws have been violated.

Law enforcement vessels engaged in enforcement activities may display a flashing blue light or audible signal. No flashing lights, except flashing yellow lights on high speed ferries, submarines and air cushion vessels and alternating flashing, yellow and red lights on vessels used for public safety activities, may be displayed by vessels other than law enforcement vessels. No sirens shall be used on vessels other than law enforcement vessels, except that any vessel may be equipped with a theft alarm if it is designed so that it cannot be used as an ordinary warning signal.

If approached by a law enforcement or fire rescue vessel using its lights and audible signal, a vessel operator is required to (1) immediately slow to a speed just sufficient to maintain steerage only; (2) alter course within its ability to not inhibit or interfere with the law enforcement or fire rescue vessel; and (3) unless otherwise directed by an officer onboard such vessels, proceed at a reduced speed until beyond the area of operation of the law enforcement or fire rescue vessel. If someone willfully or negligently obstructs or retards a law enforcement or fire rescue vessel answering an emergency call or pursuing a fleeing law violator, the offender shall be fined up to \$200 or imprisoned for up to seven days, or both.

If a vessel operator passes within 200 feet of a stationary law enforcement vessel using its lights and audible signal or a fire rescue vessel using its lights, the vessel operator is required to slow the operator's vessel to Slow-No-Wake speed until it is more than 200 feet away from the law enforcement

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or fire rescue vessel. If someone fails to slow as required, the offender shall be subject to a fine of between \$50 to \$200.

Definitions of Terms

The following definitions will prove useful in understanding the rules and regulations related to boating.

Regulated Navigational Area. Water area within a defined boundary for which regulations for vessels navigating within the area have been established under 33 CFR Part 165.

Restricted Visibility. Conditions in which visibility is restricted by fog, mist, falling snow, heavy rainstorms, sandstorms or any other similar causes.

Safety Zone. A water area, shore area, or water and shore area to which, for safety or environmental purposes, access is limited to authorized persons, vehicles or vessels. The Commissioner of the Department of Energy & Environmental Protection is authorized to create temporary safety zones for a period not to exceed 72 consecutive hours, unless an emergency warrants otherwise.

Security Zone. An area of land, water, or land and water, which is designated under 33 CFR Part 165 by the United States Coast Guard for such time as is necessary to prevent injury or damage to the area or to secure the observance of the rights and obligations of the United States.

Slow-No-Wake. A vessel shall not produce more than a minimum wake and shall not attain speeds greater than six miles per hour over the ground unless a higher minimum speed is necessary to maintain steerageway when traveling with a strong current. In no case shall the wake produced by the vessel be such that it creates a danger or injury to persons, or will damage vessels or structures of any kind.

State and Federal Waters

- **Federal Waters** Navigable waters of the United States, as defined by 33 CFR 2.36(a), within the territorial limits of the state.
- **State Waters** All waters within the territorial limits of the state except federal waters.
- **Waters of state** All waters, including federal waters, within the territorial limits of the state.
- **Underway** When a vessel is not moored, anchored, made fast to the shore, or aground.

Restricted Safety and Security Zones

No person shall operate, allow the operation of a vessel, or anchor any vessel on the waters of the state within a safety or security zone or a regulated navigational area.

Restricted Operating Distances and Speed Areas

No person shall operate a vessel or cause a waterskier to pass within one hundred feet of a flag, buoy or other device, marking the location of an underwater swimmer or diver.

No person shall operate a motorboat, excluding a personal watercraft, at a speed in excess of Slow-No-Wake within 100 feet of shore, or a dock, pier, float or anchored or moored vessel, unless taking off or landing a waterskier.

No person shall operate a personal watercraft, at a speed in excess of Slow-No-Wake within 200 feet of shore, or a dock, pier, float or anchored or moored vessel, unless taking off or landing a waterskier.

When within 100 feet of buoys marking a restricted swimming area or boat access area, vessels shall be operated at Slow-No-Wake.

Speed Regulations

When no limits are posted, operate the boat so it will not endanger others. The boat must be able to stop safely within the clear distance ahead. When passing near marinas, fishing areas, swimming areas, a vessel at anchor, or similar places, reduce speed. Operators are responsible for damage caused by their wakes.

In Connecticut, speed is limited by law for certain conditions and areas. Comply with posted regulatory signs and the regulations printed within this chapter.

Every vessel must, under crowded conditions or in reduced visibility, go at a moderate speed with careful regard for existing circumstances and conditions. Actions such as speeding in confined or restricted areas or skiing at prohibited times or in restricted areas can also be construed as reckless or negligent operation.

Reckless Operation

Reckless operation is the failure to exercise the degree of care necessary to prevent endangering another person or their property.

Age Restrictions

No person under age 16, issued a Certificate of Personal Watercraft Operation (CPWO) after March 9, 2004, or a certificate approved by the Commissioner, shall operate a personal watercraft without the onboard supervision of a person at least age 18 who has a CPWO. Operators between ages 12-16, issued a Connecticut CPWO on or before March 9, 2004, may operate a personal watercraft by themselves, although the DEEP recommends that a person 18 years or older who has a certificate accompany them.

No person under the age of 16 may operate a vessel that is engaged in recreational towing activity, such as water-skiing or tubing.

A child under the age of 16 may be permitted to operate a vessel,

other than a personal watercraft, without obtaining a SBC or CPWO, if the youth is under the direct supervision of a person at least age 18 who has had a boating certificate for at least two years.

A child under the age of 12 who has obtained a SBC or CPWO may not operate a vessel with greater than 10 horsepower, unless the youth is accompanied on board by a person at least age 18 who holds a SBC or CPWO.

Owners who knowingly permit an underage child to operate their vessel without a SBC or CPWO when one is required will be held accountable for the actions of the child.

Hazardous Conditions

Enforcement officers can terminate a voyage and require the operator to return to the nearest mooring if they discover a hazardous condition. The operator must then correct this condition before proceeding on his way.

Mooring to Buoys

The only buoys you are permitted to moor to are mooring buoys. Mooring to a navigation buoy or other aid to navigation or regulatory marker is illegal.

Overloading

Never overload your boat with passengers or cargo beyond its safe carrying capacity. Capacity labels are required on all vessels less than 20 feet manufactured after 1972, and are affixed by the manufacturer. Connecticut law forbids altering, defacing or removing the plate.

Riding on Decks or Gunwales

While underway in a vessel under power, do not ride on the bow, gunwale, transom, or in any position which is obviously dangerous. Riding on or hanging over the bow can interfere with stability and may restrict the operator's visibility. No operator of a vessel under power shall allow any person to be on a decked-over bow of such vessel while underway unless the bow of the vessel is equipped with a handrail that encompasses the bow, and all persons on the bow are inward of such handrail. On vessels under power with open bows not decked-over, no operator shall allow any person to sit or stand on the gunwale at the bow of the vessel while underway. These provisions shall not apply to persons in or on the bow of vessels engaged in anchoring, mooring, or docking activities, and when the vessel is proceeding at a dead slow speed.

Diving and Underwater Operations

In Connecticut, anyone involved in underwater swimming or diving is required to display a clearly visible red flag with a white diagonal stripe. The flag must be two-sided, not less than 13 inches high and 15 inches long. The white diagonal stripe must be reflectorized if the flag is to be used at night. It is extremely dangerous and a violation of the law for a diver to surface or swim more than 50 feet from this flag. No more than four divers may use the same diver flag unless it

is displayed from a boat, in which case the number of divers must be limited to the legal capacity of the boat.

The blue/white ALPHA flag is also used to show underwater operations from a vessel in federal waters. It may be used in addition to the state's diver down flag. It is illegal to snorkel or SCUBA dive from a state boat launch. Boaters must not come within 100 ft. of the dive flag.

Waterskiing, Parasailing and Wing-In-Ground (WIG) Vessel

As of October 1, 2015, only persons 16 years of age or older may operate a vessel that is engaged in recreational towing activity, including waterskiing and tubing. Operators of towing vessels engaged in towing activity must have a "Safe Waterskiing Endorsement" issued by the Commissioner of the DEEP, unless they received one of the certificates listed below prior to October 1, 2015. Only operators with a Connecticut Safe Boating Certificate or Certificate of Personal Watercraft Operation, US Coast Guard license, or a boating license from NY, NH, MA, or RI may operate a vessel engaged in recreational towing activity.

Beginning October 1, 2015, all approved classes that lead to certification will include instruction regarding safe-waterskiing, and students will gain their endorsement automatically at the time their Safe Boating Certificate or Certificate of Personal Watercraft Operation is issued. For those persons with a US Coast Guard License or a boating license from a reciprocal state who received their license after October 1, 2015, and who wish to gain a Safe Waterskiing Endorsement in order to allow them to operate a vessel that is engaged in recreational towing, an online class is available through the DEEP website. There is no fee to take the class but there will be a fee to take the examination that leads to endorsement at the end of the class. This online class is also available and recommended for those who wish to update their waterskiing safety skills. Because these persons are not required to take the examination, they will not pay a fee.

Waterskiing includes the towing of any person behind a vessel under power, such as waterskiing, tubing, wakeboarding, wakesurfing, etc.

In Connecticut, waterskiers are required by law to wear a U.S. Coast Guard approved personal flotation device (life jacket) while engaged in waterskiing, except for those skiers who are engaged in barefoot waterskiing and are wearing a specifically designed "barefoot wetsuit" and those skiers who are engaged in trick waterskiing and are wearing standard double trick skis at least eight inches wide and not over 46 inches long, and being towed at not more than 20 mph using a tow rope longer than 50 feet long.

A life jacket must be made readily available aboard the tow vessel for each skier electing not to wear one under the above exceptions, in

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addition to those life jackets normally required to be aboard. Ski belts and inflatable life jackets are not permitted.

The operator of the boat is required to have a responsible observer at least 12 years of age facing the skier to assist the operator and monitor the progress of the waterskier. The waterskier, the observer, and the boat operator shall use hand signals for communication. The maximum length of a towline measured from the tow post to the waterskier's tow handle is 100 feet. No elastic component may be part of the towline. Except when the vessel is engaged in towing a waterskier and at least one person onboard the vessel is using it for training purposes, the rigid metal tow pole, often used for barefoot skiing, may either be removed from the boat or must be dismantled or folded and placed inside of the gunwale and parallel to the center line of the boat.

The operator of the vessel and the waterskier are responsible for operating in a manner which does not harm or strike another person or vessel. Waterskiing is forbidden between 1/2 hour after sunset until sunrise or when visibility is restricted to less than 100 yards.

Operation of a vessel at a speed in excess of Slow-No-Wake within 100 feet of shore, or 200 feet for personal watercraft, is illegal. Therefore, waterskiing in a narrow channel or river less than 200 feet wide or 400 feet for personal watercraft is a violation.

Towing of a person or persons on an inner tube without handholds is prohibited.

Kite-skiing and parasailing are prohibited anywhere waterskiing is prohibited or subject to special regulations. Kite-skiers and parasailers shall not fly over or under obstructions such as utility lines and bridges; nor shall they fly over dams, locks, docks, launching ramps, swim areas, marinas or congested areas.

All waterski jumps and slalom courses require a permit. Contact the Boating Division or visit our website for information.

Self-propelled water skis and surfboards, and remote control devices which tow waterskiers, are prohibited in Connecticut.

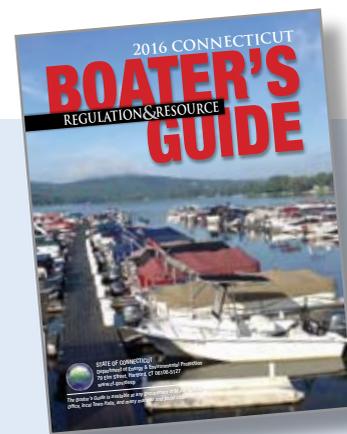
A wing-in-ground (WIG) effect vessel must be approved by the DEEP before operating recreationally and by the U.S. Coast Guard before operating for commercial or for research purposes.

Marine Event Permits

On state waters; all marine parades, regattas, races, tournaments, fireworks over water, exhibitions, or other activities requiring exclusive use of a portion of a water body, use of a state boat launch, or modification or suspension of any laws or regulations require a permit issued by the DEEP. Applications must be received by the DEEP Boating Division at least 45 days prior to the event. Go to the DEEP website at www.ct.gov/deep/boating for details. NOTE: If your event is on tidal waters, contact the U.S.C.G. website at www.uscg.mil/D1/sectLIS/public/MarineEvent.asp for details.

Marker (Buoy or Beacon) Permits

All markers (buoys or beacons) other than a diver's flag require a permit from the DEEP. This includes markers placed for swim areas, speed zones, navigation, information, and water ski courses or jumps. Go to the DEEP website at www.ct.gov/deep/boating for details.



2016 CONNECTICUT BOATER'S GUIDE

To view the Boater's Guide
Flipbook go to

www.ct.gov/deep/boatersguide



A digest of boating laws and regulations
Department of Energy & Environmental Protection

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CUSTOM MEDIA

Don't abandon that boat...



Under our new law, if you abandon your boat or leave it at a business unpaid...

1. You can lose your boat.
2. You can still be held responsible for your outstanding debts *plus* processing costs.
3. You can be fined \$440

Move It or Lose It!

For more information about Connecticut's new Abandoned Boat law (CGS Section 15-140c) please go to:

www.ct.gov/deep/abandonedboats

The abandoned boat law has been changed!

PUBLIC ACT 14-57 An Act Concerning Abandoned Vessels (effective January 1, 2015)

Under the new law a boat is abandoned when it is:

- Free floating and unattended for more than 24 hours;
- Left on property without permission for more than 24 hours;
- **Left at a mooring without payment;**
- Left at a commercial facility for over a year without payment; and
- **Improperly registered and left on the waters of the state.**

If you are dealing with an abandoned boat:

1. Submit a Notice of Abandoned Vessel to the Commissioner along with a \$20 processing fee,
2. Wait 45 days
3. If the owner does not collect the boat in 45 days, you will be issued a Notice of Assumed Ownership. You can then do what you wish with the boat.

Complete instructions, rules, and necessary forms are available online at www.ct.gov/deep/abandonedboats.

WARNING TO ABANDONERS!

Fines for abandoning a boat will now range from \$300 to \$500, under this law you are liable for all costs associated with processing the abandoned boat.



MOORING FLOAT WITH BUILT IN DECK RING AND FENDER

Our new Mooring Floats are 24" OD x 2.5" ID x 12" HT with built in deck ring and fender. Mooring Floats are guaranteed for 12 years for color and net buoyancy. The cost per hull with hardware is \$230. 00. This equates to a nominal \$19.16 per year!

A blue reflective stripe is available for the deck ring at \$5.00.

Lettering is available at an additional cost.

Custom sizes available, call today for a quote.



The Gilman Corporation,
1 Polly Lane, Gilman, CT 06336
(860) 887-7080, Extension 16
www.gilmancorp.com

TUBING SAFETY TIPS

Tubing is a great water sport. Please remember that riders do not have the directional control that water skiers have. Take these special precautions to ensure fun.

- Riders are required to wear a USCG approved life jacket.
- By law you must have an observer at least 12 years old to watch for tuber safety.
- Make sure the vessel operator, observer and tubers are alert and sober.
- Follow manufacturer's recommendations – regarding capacity in terms of passenger weight, number of riders, age limit and maximum towing speeds.
- Securely fasten the line – use a heavy duty line designed for towing tubes; check condition regularly.
- Know the area ahead of time – maintain a safe distance between the tube and other boats, piers and floating platforms.
- Learn how to balance weight – properly position tubers based on the tube's characteristics; some ride better with weight back, some need tubers to ride belly down.
- Turn off the engine and count to 10 before allowing a person into the water – the propeller continues to spin after the engine is shut off.
- Make sure the tuber and the observer understand and communicate hand signals; always listen to the tuber; use the spotter – the boat operator should not be watching the tuber.
- Use caution when making turns – tube speed increases during a turn and riders can fall off or be thrown; never have the tuber on the inside of a turn; plan ahead of the turn to make sure tube will have room to safely pass other boats or docks.
- Slow the boat speed when needed – when crossing wakes to avoid back injuries; when pulling more than one tube (and be extra vigilant) to prevent tuber collisions.
- Approach with caution on the operator side of the boat into the wind or current – then turn the engine off; keep engine off for re-boarding.
- Never back up to a person or allow them to use the propeller to re-board.
- Securely stow all gear and tube – at the end of the day before throttling up; never have the observer coil the line for tube if the boat is in gear and the tube is still in the water or has any chance of flying out of the boat.
- Vessel operator should ensure that all participants are not entangled in the tow line prior to accelerating.

For additional safe waterskiing information and our online waterskiing course, visit www.ct.gov/deep/boating.

Personal Watercraft Restrictions

Personal Watercraft are subject to the following operation restrictions (for age restrictions, see page 25):

- No person shall operate a personal watercraft between sunset and sunrise or during periods of reduced visibility.
- No passenger shall ride in front of the operator on a personal watercraft.
 - No passenger shall ride upon a personal watercraft unless the passenger is able to securely hold onto the person in front of them or to the handholds on the personal watercraft, and is able to keep both feet on the deck of the personal watercraft so as to maintain balance while the personal watercraft is in operation.
 - All persons aboard a personal watercraft shall wear a United States Coast Guard approved Type I, II, III or V personal flotation device, and no operator of a personal watercraft shall allow any person to be aboard who is not wearing such a device. Inflatable life jackets are not allowed.
 - No person shall operate a personal watercraft at a speed in excess of Slow-No-Wake within 200 feet of shore or of a dock, pier, float or anchored or moored vessel, unless said personal watercraft is approaching such float, dock or shore for the purpose of enabling a person engaged in waterskiing to take off or land.
 - No person shall operate a personal watercraft towing a waterskier without satisfying the Safe Waterskiing Endorsement requirements (See page 8) and no person shall waterski while being towed by a personal watercraft unless: (1) a capacity label affixed by the manufacturer indicates a carrying capacity of at least three persons: the operator, the observer and the skier; (2) minimum overall length of 119 inches, minimum overall width of 46 inches, minimum horizontal seat length of 39 inches [at least 13 inches additional seat length per person for greater than three person capacity]; (3) handholds at or near the rear of the seat suitable for use by a rearward-facing observer; and (4) an observer age 12 or older facing the skier at all times. The boat operator, observer and waterskier must obey all other waterski rules.
 - No person operating a personal watercraft shall cross or jump the wake of another vessel, when within 100 feet of the vessel creating such wake, in such a manner that the hull of the personal watercraft jumping the wake completely leaves the water.
 - A "shut-off lanyard," if so equipped, must be attached to the operator, his clothing, or his personal flotation device in a manner which will shut off the engine in the event the operator is ejected from the personal watercraft while underway.

Boat Disposal

If you are the registered owner and have documentation to show this, then you can simply dispose of the boat. CGS Sec. 15-147 requires that you notify the DMV within 15 days of transfer, destruction, theft, loss or abandonment.

Below are some organizations that accept donated boats. You are encouraged to look online for additional organizations

- **Boats with Causes: 1-888-228-7320**
www.boatswithcauses.org/ct-boat-donation.htm

- **Teddy Bear Cops: 1-877-327-1229**
www.givecars.com/charity-boat-donation.html
- **Boat Angel: 1-800-227-2643**
www.boatangel.org
- **Boats4Causes: 1-888-444-2392**
www.boats4causes.org
- **BOATS for Veterans: 1-800-409-3274**
www.donate-your-boat.org
- **American Lung Association: 1-800-LUNGUSA**
www.lungusa.org/associations/charters/new-england/donate

If you wish to dispose of your vessel at your local transfer station, contact them first to see if they accept vessels. Some require that the vessels be cut into pieces and have all liquids removed. Please properly dispose of all liquids.

If you encounter an abandoned boat, see the guidance on the DEEP - Boating Division website.

Violation of other statutes not listed here may require a court appearance. Consult the statutes or applicable penalties.

STATUTE NO.	INFRACTION	TOTAL AMOUNT DUE			
15-9(a)	Failure to obey order of harbor master	174.00	15-135(c)	Operating a vessel within one hundred feet of SCUBA flag	75.00
15-129(a)(1)	Failure to comply with federal requirements regarding personal flotation devices	75.00	15-139(b)	Violation of boating safety regulations	80.00
15-129(a)(1)	Failure to comply with federal requirements for personal flotation devices and children	75.00	15-140b	Illegal marine parade, regattas, races	80.00
15-129(a)(3)	Failure to comply with federal requirements regarding backfire flame controls	75.00	15-140d	Illegal obstruction to navigation or public use of waters	80.00
15-129(a)(4)	Defective muffling device	75.00	15-140e	Illegal operation of boat without a certificate or operators license	120.00
15-129(a)(5)	Failure to comply with federal requirements regarding fire extinguishers	75.00	15-140e(f)	Unauthorized operation of a vessel engaged in water skiing	140.00
15-129(a)(6)	Failure to comply with federal requirements regarding sound signals devices	75.00	15-140g	Failure to carry boating operation certificate	120.00
15-129(a)(7)	Failure to comply with federal requirements regarding visual distress signals	75.00	15-140h	Illegal operation of a boat by a person less than 12 years old	80.00
15-129(c)	Exceeding permitted noise level	220.00	15-140j	Permitting person less than 16 years old to operate a personal watercraft without a certificate	120.00
15-129(e)	Failure to comply with order re noise test (1st offense)	435.00	15-140(g)	Failure to have certificate of personal watercraft operation on board while operating such watercraft	80.00
15-129(e)	Failure to comply with order re noise test (subsequent offense)	535.00	15-140(h)	Permitting passenger to ride in front of operator of personal watercraft	80.00
15-129(h)	Altered or removed muffler	120.00	15-140m	Reckless boating, second degree	120.00
15-129(a)	Failure to comply with federal requirements regarding the use of navigation lights	75.00	15-144(a)	Failure to display registration decals	75.00
15-129(a)(d)	Failure to comply with federal requirements regarding anchor lights	75.00	15-144(a)	Failure to carry vessel registration	75.00
15-131	Violation of rules from preventing collisions	75.00	15-144(c)	Failure to display vessel registration	75.00
15-132	Failure to help collision victim	120.00	15-144(h)	Illegal operation of vessel without number/registration (1st offense)	120.00
15-133(b)	Interference with navigation	120.00	15-146	Failure to report change of address	75.00
15-133(c)	Alteration of boat capacity label	220.00	15-147	Failure to report transfer, loss or theft of vessel	75.00
15-133(f)	Violation of boating regulations	75.00	15-149a(a)	Failure to make written report to DEEP of boating accident involving death, serious injury or disappearance	136.00
15-133(g)	Improper mooring to navigational aid	220.00	15-149a(a)	Failure to make written report to DEEP of boating accident involving property damage in excess of \$500	75.00
15-134(a)	Failure to have an observer while towing skier	80.00	15-153	Altering or defacing registration or certificate of number	75.00
15-134(b)	Skiing in prohibited area	80.00	15-154(b)	Failure to stop vessel or take to designated area upon command	75.00
15-134(c)	Illegal skiing in darkness	80.00	15-154(e)	Failure to reduce speed when passing stationary law enforcement or fire rescue vessel	70.00
15-134(d)	Reckless skiing	80.00	15-171	Discharging sewage in No Discharge Zone	up to 25,000.00
15-135(a)	Failure to use SCUBA flag, buoy or other device	75.00	15-175(a)	Discharge of untreated sewage	up to 2,000.00
			15-175(b)	Owning/Operating vessel without marine sanitation device or with device in nonoperable condition	75.00
			15-180	Transporting vessel or trailer without inspecting for and properly removing and disposing of vegetation	95.00
			26-16-1	Prohibited acts at boat launches	75.00
			26-19	Operation of motorboat in Bantam River	50.00
			26-21	Defacing, obliterating or destroying posted notice	87.00

BOATING REGULATIONS

Boating Under the Influence (BUI)

No person may operate a boat while under the influence of alcohol or drugs.

A person shall be considered to be under the influence of intoxicating liquor if the ratio of alcohol in the blood is eight-hundredths (.08) of one percent or more of alcohol, by weight, or if the person is under 21 years of age, the level is .02. The penalty for a first violation may be: a fine between \$500 and \$1,000; one year suspension of boating privileges, six months (at least 48 hours of which cannot be suspended or reduced) in jail or suspended plus probation requiring 100 hours community service.

The penalty for a second violation within 10 years may be: a fine between \$1,000 and \$4,000; three years suspension of boating privileges, two years (at least 120 days of which cannot be suspended or reduced) in jail and probation requiring 100 hours of community service.

The penalty for a third violation and subsequent violations within 10 years may be: a fine between \$2,000 and \$8,000, suspension of boating privileges for life, three years (at least one year of which cannot be suspended or reduced) in jail and

probation requiring 100 hours of community service. Penalties for refusal to submit to a chemical test are more substantial than failing the test.

Boating Accidents and Reporting

All operators of vessels involved in an accident must remain at the scene and assist any other vessel or person involved, if possible, without endangering their own vessel or the people aboard. The operator must also give his/her name, address and vessel identification number to the other operator(s) or owner of the damaged property.

Operators involved in a boating accident which results in any of the circumstances noted below shall immediately notify the nearest law enforcement agency with jurisdiction in the area and, not later than 48 hours after the accident, report the matter on a form provided by the Department of Energy & Environmental Protection, (DEEP) Boating Division:

1. The death of any person from whatever cause.
2. The disappearance of any person from on board.
3. The injury of any person sufficient to require medical attention beyond simple first aid.

Any accident in which the total damages to all property affected is in excess of \$500 must be reported by the operator not later than five days after the accident on forms provided by the DEEP. The form can be downloaded by visiting the DEEP website: www.ct.gov/deep/boating.

The operator of the vessel must make out the report, if they cannot do so, the owner or a survivor of the accident must initiate the report. (Page 31)

DRINK COUNTING METHOD
Blood Alcohol Content
In A One Hour Period



1 oz.
80 - 100
Proof



12 oz.
Beer



6 oz.
Wine

NUMBER OF DRINKS							
Cust. Weight	1	2	3	4	5	6	7
100 LBS	.036	.076	.105	.140	.180	.220	.250
125 LBS	.030	.060	.090	.120	.150	.180	.210
150 LBS	.025	.050	.075	.100	.120	.150	.170
175 LBS	.020	.040	.060	.085	.105	.130	.145
200 LBS	.016	.036	.050	.070	.090	.105	.120
225 LBS	.014	.028	.043	.065	.080	.100	.110

REMEMBER: The liver removes the equivalent of one ounce of 80 proof alcohol per hour. One ounce of 80 proof alcohol, 12 ounces of beer, or 6 ounces of table wine all have the same effect on the body. As a professional bartender, you **MUST** know your state's Blood Alcohol Content laws! All states have set their BAC to .08% as federally mandated.

DISCLAIMER: Counting drinks is an accepted method of determining a customer's BAC level. The server of alcohol **MUST** make a judgement based on counting drinks, as well as observing the customers behavior and appearance. The above chart will not be accurate if a customer has consumed alcohol prior to your serving them, or if the alcohol is not measured accurately. Professional Bartending Schools of America has developed the above chart as a guideline to help in determining the customers BAC level. The server of alcohol assumes all liability for their decisions in the serving alcohol. Professional Bartending Schools of America accepts no liability for any server's decision based on use of the above chart.



BOATING ACCIDENT REPORT
 PREVIOUS EDITIONS ARE OBSOLETE
 Revised 6/2013

STATE OF CONNECTICUT
 DEPARTMENT OF ENERGY & ENVIRONMENTAL PROTECTION
 BUREAU OF OUTDOOR RECREATION
BOATING DIVISION
 P.O. BOX 280, OLD LYME CT 06371-0280
 (860) 434-8638 or FAX (860) 434-3501



SEND TO:

POLICE DEPARTMENT NAME AND CASE NO. (If any)

The operator of a vessel used for recreational purposes is required to file a report in writing within 48 hours whenever an accident results in loss of life, disappearance from a vessel or injury which requires medical attention beyond first aid. If total damage to all property is in excess of \$500, a report must be filed within 5 days. Reports shall be submitted to the commissioner of Energy and Environmental Protection at the above address. If the operator is unable to report the accident, the boat owner or survivor of the accident should prepare the report. Any person violating these requirements is subject to the penalties prescribed by law.

YOUR BOAT INFORMATION (Vessel # 1) COMPLETE ALL BLOCKS (Indicate those not applicable by "N/A")

NAME AND ADDRESS OF OPERATOR		AGE	D.O.B.	GENDER <input type="checkbox"/> M <input type="checkbox"/> F	OPERATOR'S EXPERIENCE ON THIS BOAT <input type="checkbox"/> 0 to 10 hours <input type="checkbox"/> 100 to 500 hours <input type="checkbox"/> 10 to 100 hours <input type="checkbox"/> Over 500 hours	OPERATOR'S FORMAL BOATING INSTRUCTION (Check all that apply) <input type="checkbox"/> None <input type="checkbox"/> State Course <input type="checkbox"/> USCG Aux. Course <input type="checkbox"/> US Power Squadrons <input type="checkbox"/> Other
OPERATOR'S PHONE NUMBER					OPERATOR'S EXPERIENCE ON OTHER BOATS <input type="checkbox"/> 0 to 10 hours <input type="checkbox"/> 100 to 500 hours <input type="checkbox"/> 10 to 100 hours <input type="checkbox"/> Over 500 hours	
OPERATOR'S SAFE BOATING OR PWC CERTIFICATE #						

NAME AND ADDRESS OF OWNER				RENTED BOAT? <input type="checkbox"/> Y <input type="checkbox"/> N	NUMBER OF PEOPLE ON BOARD	NUMBER OF PEOPLE BEING TOWED
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REGISTRATION NUMBER	STATE	MANUFACTURER	MODEL	HULL IDENTIFICATION NUMBER	BOAT NAME
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TYPE OF VESSEL		HULL MATERIAL		ENGINE TYPE		PROPULSION		LENGTH		BEAM (Width)		YEAR BUILT
<input type="checkbox"/> Air Boat	<input type="checkbox"/> Paddlecraft	<input type="checkbox"/> Aluminum	<input type="checkbox"/> Inboard	<input type="checkbox"/> Propeller	ft.	in.	ft.	in.				
<input type="checkbox"/> Auxillary Sail	<input type="checkbox"/> PWC	<input type="checkbox"/> Fiberglass	<input type="checkbox"/> Outboard	<input type="checkbox"/> Manual			FUEL TYPE					
<input type="checkbox"/> Cabin Motorboat	<input type="checkbox"/> Pontoon Boat	<input type="checkbox"/> Plastic	<input type="checkbox"/> Pod Drive	<input type="checkbox"/> Water Jet			<input type="checkbox"/> Gasoline <input type="checkbox"/> Other					
<input type="checkbox"/> Houseboat	<input type="checkbox"/> Rowboat	<input type="checkbox"/> Rubber/Vinyl/Canvas	<input type="checkbox"/> Sterndrive	<input type="checkbox"/> Sail			<input type="checkbox"/> Diesel <input type="checkbox"/> Electric					
<input type="checkbox"/> Inflatable Boat	<input type="checkbox"/> Sail ONLY	<input type="checkbox"/> Steel	# ENGINE	TOTAL HP								
<input type="checkbox"/> Open Motorboat	<input type="checkbox"/> Other	<input type="checkbox"/> Wood										

SAFETY EQUIPMENT ON VESSEL

PERSONAL FLOTATION DEVICES Number of Life Jackets Onboard: _____	Were USCG approved? <input type="checkbox"/> Yes <input type="checkbox"/> No Were They Used? <input type="checkbox"/> Yes <input type="checkbox"/> No Were They Accessible? <input type="checkbox"/> Yes <input type="checkbox"/> No	HAS VESSEL HAD A VESSEL SAFETY CHECK WITHIN THE PAST YEAR? <input type="checkbox"/> Yes <input type="checkbox"/> No Given A VSC Sticker? <input type="checkbox"/> Yes <input type="checkbox"/> No
FIRE EXTINGUISHERS Number of Fire Extinguishers: _____		ORGANIZATION THAT CONDUCTED THE VESSEL SAFETY CHECK <input type="checkbox"/> USCG Auxiliary <input type="checkbox"/> US Power Squadrons <input type="checkbox"/> DEP <input type="checkbox"/> Other

ACCIDENT DETAILS

DATE OF ACCIDENT	TIME <input type="checkbox"/> AM <input type="checkbox"/> PM	# VESSELS INVOLVED	NAME OF WATER BODY	EXACT LOCATION	NEAREST TOWN
WEATHER CONDITIONS		WIND		VISIBILITY	AIR TEMP
<input type="checkbox"/> Clear	<input type="checkbox"/> Raining	<input type="checkbox"/> None	<input type="checkbox"/> Light (0 - 12 mph)	<input type="checkbox"/> Good <input type="checkbox"/> Poor	°F
<input type="checkbox"/> Cloudy	<input type="checkbox"/> Hazy	<input type="checkbox"/> Moderate (12- 25 mph)	<input type="checkbox"/> Strong (25- 55 mph)	<input type="checkbox"/> Fair	WATER TEMP
<input type="checkbox"/> Foggy	<input type="checkbox"/> Snowing	<input type="checkbox"/> Stormy (over 55 mph)	TIME OF DAY		°F
<input type="checkbox"/> Other			<input type="checkbox"/> Day <input type="checkbox"/> Night	STRONG CURRENT? <input type="checkbox"/> Yes <input type="checkbox"/> No	ESTIMATED SPEED
WAVE CONDITIONS				CONGESTED WATERS? <input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> 0 - 10 mph <input type="checkbox"/> 11 -20 mph <input type="checkbox"/> 21 - 40 mph <input type="checkbox"/> Over 40 mph <input type="checkbox"/> None

OPERATION AT TIME OF ACCIDENT (Check all applicable)	OPERATOR/PASSENGER ACTIVITIES (Check all applicable)	ACCIDENT EVENTS (Check all applicable)	CONTRIBUTING FACTORS (check all applicable)
<input type="checkbox"/> Cruising (underway under power) <input type="checkbox"/> Changing Direction <input type="checkbox"/> Changing Speed <input type="checkbox"/> Racing <input type="checkbox"/> Sailing <input type="checkbox"/> At Anchor <input type="checkbox"/> Tied to Dock / Mooring <input type="checkbox"/> Rowing / Paddling <input type="checkbox"/> Drifting <input type="checkbox"/> Being Towed <input type="checkbox"/> Towing Another Vessel <input type="checkbox"/> Launching <input type="checkbox"/> Docking / Undocking <input type="checkbox"/> Other: (list)	<input type="checkbox"/> Recreational <input type="checkbox"/> Commercial <input type="checkbox"/> Fishing <input type="checkbox"/> Hunting <input type="checkbox"/> White Water Activity <input type="checkbox"/> Tubing <input type="checkbox"/> Waterskiing <input type="checkbox"/> Starting Engine <input type="checkbox"/> Making Repairs <input type="checkbox"/> Relaxing <input type="checkbox"/> Other: (list)	<input type="checkbox"/> Collision w/ Recreational Vessel <input type="checkbox"/> Collision w/ Commercial Vessel <input type="checkbox"/> Collision w/ Fixed Object <input type="checkbox"/> Collision w/ Floating Object <input type="checkbox"/> Collision w/Submerged Object <input type="checkbox"/> Sinking <input type="checkbox"/> Grounding <input type="checkbox"/> Capsizing <input type="checkbox"/> Flooding / Swamping <input type="checkbox"/> Fire / Explosion (Fuel) <input type="checkbox"/> Fire / Explosion (Non- Fuel) <input type="checkbox"/> Person Electrocuted <input type="checkbox"/> Carbon Monoxide Exposure <input type="checkbox"/> Person Struck By Vessel <input type="checkbox"/> Person Fell Overboard <input type="checkbox"/> Person Struck By Propeller <input type="checkbox"/> Person Fell On/Within Vessel <input type="checkbox"/> Sudden Medical Condition <input type="checkbox"/> Mishap of Skier, Tuber, wake brd <input type="checkbox"/> Person Left Vessel Voluntarily <input type="checkbox"/> Person Ejected from Vessel <input type="checkbox"/> Other (describe)	<input type="checkbox"/> Alcohol Use <input type="checkbox"/> Drug Use <input type="checkbox"/> Hazardous Waters <input type="checkbox"/> Excessive Speed <input type="checkbox"/> Improper Anchoring <input type="checkbox"/> Improper Loading <input type="checkbox"/> Overloading <input type="checkbox"/> Improper Lookout <input type="checkbox"/> Operator Inattention <input type="checkbox"/> Operator Inexperience <input type="checkbox"/> Language Barrier <input type="checkbox"/> Navigation Rules Violation <input type="checkbox"/> Failure to Vent <input type="checkbox"/> Ignition of Fuel or Vapors <input type="checkbox"/> Machinery Failure (check applicable) <input type="checkbox"/> Equipment Failure (check applicable) <input type="checkbox"/> Engine <input type="checkbox"/> Electrical Sys. <input type="checkbox"/> Fuel Sys. <input type="checkbox"/> Radio <input type="checkbox"/> Throttle <input type="checkbox"/> Shift <input type="checkbox"/> Sail/Mast <input type="checkbox"/> Seats <input type="checkbox"/> On-Board Lights <input type="checkbox"/> Ventilation <input type="checkbox"/> Sound Equipment (e.g., horn, whistle) <input type="checkbox"/> On-Board Nav. Aids (e.g., GPS) <input type="checkbox"/> People on Gunwale/Bow/Transom <input type="checkbox"/> Force of Wake/Wave <input type="checkbox"/> Heavy Weather <input type="checkbox"/> Hull Failure <input type="checkbox"/> Sharp Turn <input type="checkbox"/> Starting in Gear <input type="checkbox"/> Restricted Vision (e.g., fog) <input type="checkbox"/> Missing/Inadequate Aids to Nav. <input type="checkbox"/> Inadequate On-Board Nav. Lights <input type="checkbox"/> Dam/Lock <input type="checkbox"/> Other (describe)

