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SECTION 1.00

OVERVIEW

1.10 PURPOSE

The purpose of this manual is to establish good small boating practices under the auspices of the University of California, Santa Cruz's Institute of Marine Sciences (IMS): to ensure that all boating under IMS auspices is conducted in a manner that will maximize safety and to set forth standards for training and boating authorization that will allow a working reciprocity between other institutions. Any person designated as an IMS affiliated Small Boat Operator is required to observe the provisions of this manual. This manual is available on-line for reference (<http://www2.ucsc.edu/sci-diving>).

1.20 CONTENTS

The IMS Boating Safety Manual contains policy and procedures for all small boating operations. This manual includes:

1. Policy that pertains to all IMS affiliated boating operations.
2. Requirements and training for obtaining Small Boat Operator (SBO) authorization.
3. Administrative procedures for conducting the IMS Boating Safety Program (BSP).
4. Equipment and maintenance standards.

1.30 APPLICABILITY

The provisions of this manual apply whenever IMS affiliated personnel are operating a small boat under IMS auspices, whether or not the boat is owned by the university.

For the purposes of this manual, the auspices of the IMS Boating Safety Program include any boating operation in which IMS is connected because of ownership of any equipment used, locations selected, or relationship with the individual(s) concerned.

Small Boats used under IMS auspices fall into two categories:

1. Boats owned, supported, or administered by IMS that are used for scientific research.
2. Non-IMS owned, supported or administered boats used for IMS affiliated research. It is the duty of the Principle Investigator or Program Director using such a vessel to ensure the vessel is being run by a trained operator and that all applicable safety standards are being met. No other vessels are covered by this document.

For the purposes of this policy, a small boat is any boat less than or equal to 35 feet in length. In order to be approved for use by IMS personnel, a small boat must be numbered in accordance with the regulations of the State of California or in accordance with applicable Federal Law or with a federally approved numbering system of another State.

SECTION 2.00
RESPONSIBILITY

2.10 BOATING SAFETY COMMITTEE MEMBERSHIP

The Director of UC Santa Cruz's Institute of Marine Sciences is responsible for the administration of the program.

The Boating Safety Committee (BSC) shall consist of the following including a chair selected by its membership:

1. Director of IMS - who may delegate his/her committee participation.
2. Boat Safety Officer (BSO)
3. Other Members - of which one shall be a faculty member and of which a majority should be knowledgeable about boating operations.

2.20 BOATING SAFETY COMMITTEE RESPONSIBILITY

1. Has autonomous authority over the boating program.
2. Shall periodically review the Boating Safety Officer's performance and the BSP.
3. Shall sit as a board of investigation to inquire into the nature and cause of boating accidents or violations of the boating safety manual.
4. Acting through the BSO, the BSC shall:
 - a. Review and revise the boating safety manual.
 - b. Assure compliance with the boating safety manual.
 - c. Take disciplinary action for unsafe practices.
 - d. Recommend the issue, reissue, or the revocation of boating authorizations.
 - e. Establish and/or approve training programs through which the applicant can satisfy the requirements of UCSC/IMS' Boating Safety Manual.
 - f. Suspend boating operations that are considered to be unsafe or unwise.

2.30 BOATING SAFETY OFFICER

The Boating Safety Officer serves as a member of the Boating Safety Committee. This person should have broad experience in boating.

Duties and Responsibilities

1. The Boating Safety Officer is responsible to the Boating Safety Committee for the conduct of the Small Boat Program. Operational authority for the IMS Small Boat Program, including authorization of Operators, approval of a boat request form/float plan, maintenance of boats, and ensuring compliance with this manual for all IMS Small Boat Operators rests with the Boating Safety Officer.
2. With the approval of the Boating Safety Committee, the Boating Safety Officer may permit portions of this program to be carried out by a qualified delegate, although the Boating Safety Officer may not abrogate responsibility for the safe conduct of the BSP.
3. The Boating Safety Officer shall suspend boating operations that are considered unsafe (this would also include trailering of vessels). The BSO shall ensure that all boats are in full compliance with U.S. Coast Guard, Department of Motor Vehicle and Department of Transportation requirements, with respect to equipment and safety procedures.

2.40 PRINCIPAL INVESTIGATORS AND PROGRAM DIRECTORS

1. Principal Investigators and Program Directors are personally responsible for assuring that all boat operations, under their direction, are conducted in accordance with this manual.
2. Principal Investigators and Program Directors are required to meet the safety standards of this manual and have on-board the safety equipment as outlined in Appendix I, regardless of ownership of the vessel.
3. Principal Investigators and Project Directors must determine that all individuals assigned to small boat operations related to their projects are properly authorized as described in section 3.20 of this manual.

2.50 SMALL BOAT OPERATOR (SBO)

1. Only persons who have been authorized as Small Boat Operators may operate small boats under IMS auspices, whether or not the boat is owned by IMS.
2. The designated Small Boat Operator is responsible for all aspects of boating operations, regardless of any senior personnel present in the boat. These responsibilities include, but are not limited to:
 - a) Safe transport of the vessel to and from the launch site.
 - b) The safe navigation of the vessel to and from the site(s) of operation.
 - c) The safe operation of the vessel and equipment at all times.
 - d) Ensuring that all required operational and safety equipment is on board before getting underway.
 - e) Ensuring that all passengers and divers have clearance to be working on the project requiring the vessel.

f) Verifying and adhering to the load ratings of the tow vehicle, vessel trailer, vehicle towing assembly (tongue weight) and vessel (vessel and transom loading).

g) Reporting all accidents, incidents, citations, and safety concerns/issues to the BSO.

4. Failure to comply with provisions of the Boating Safety Manual may be cause for the revocation or restriction of the Small Boat Operator's authorization by the Boating Safety Committee. However, any Operator may deviate from the requirements of this manual to the extent necessary to prevent or minimize a situation that is likely to cause death, serious physical harm, or major environmental damage. A report of such actions must be submitted within 24-hours to the Boating Safety Officer explaining the circumstances and justifications.

SECTION 3.00

ADMINISTRATIVE PROCEDURES & TRAINING REQUIREMENTS

The regulations in this manual must be observed wherever Small Boat Operations are carried out under the auspices of the IMS Boating Safety Program. All SBOs must follow the provisions of the manual and all equipment used must conform to U.S. Coast Guard requirements.

3.10 AUTHORIZATION OF SMALL BOAT OPERATORS

To become an authorized boat operator submit UCSC's application form and:

1. Complete a boating safety course from a BSC approved provider.
2. Provide documentation of and/or acquire practical experience in operating a boat (see Small Boat Training Manual)
3. Demonstrate proficiency in the safe operation of the proposed type of boat in local conditions (see Small Boat Training Manual).
4. Demonstrate proficiency in the operation of any specialty equipment and procedures specific to the boat or task to be undertaken.

The Boating Safety Officer has the authority to give limited authorizations to IMS personnel that restrict SBOs to the use of certain boats and/or in certain waters.

The BSO also has the authority to defer to another institution's training program for the authorization of SBOs.

3.20 MAINTAINING AUTHORIZATION

BSP shall set standards for maintaining authorization.

3.30 REVOCATION OF AUTHORIZATION

A SBO's authorization may be revoked for any action deemed unsafe or unlawful or for not meeting the procedural requirements of the BSP.

3.40 RE-AUTHORIZATION

If a SBO's authorization is revoked, the SBO may be re-authorized after compliance with such conditions as the Boating Safety Officer may impose. The SBO shall be given the opportunity to present their case to the Boating Safety Committee before conditions for re-authorization are stipulated.

3.50 TRAILERING, LAUNCHING AND RETRIEVING

To become qualified to tow, launch or retrieve a vessel, the SBO or designated driver must complete the training module or demonstrate to the Boating Safety Officer or their designee, the proper procedures for towing the boat and trailer over the road, as well as launching and retrieving the boat from the trailer to the water.

SECTION 4.00

ADMINISTRATIVE PROCEDURES & RECORD KEEPING

4.10 BOATING PROPOSALS AND FLOAT PLANS

All vessel use requires submitting a Boating Proposal, available on-line (<http://www2.ucsc.edu/sci-diving>), to the BSO at least one week prior to the operation. The reservation of any IMS boat is on a first come, first served basis. You must file a request for vessel use via email at least 24 hours prior to the intended day(s) of use to be put on the boating calendar. All vessels leaving from the Long Marine Lab (LML) boat yard must file a float plan (see appendix II), which shall be placed on a clipboard in the kiosk.

4.20 MAINTENANCE OF RECORDS

1. The Boating Safety Officer or designee shall keep a file of usage for all boats, including a log of scheduled and unscheduled maintenance for each boat, boat trailer and outboard engine.
2. Records shall be maintained for a period of 10 years.

4.30 INCIDENT REPORTING

1. All incidents, domestic and foreign, must be reported to the Boating Safety Officer and to the University's Office of Risk Management within 24 hours of the incident. The Boating Safety Officer will circulate this report to the Director of IMS and the Boating Safety Committee. A reporting form can be found in Appendix V. A reportable incident is defined as follows:

- a) Someone is injured and requires more than just first aid for the injury.
- b) A vessel breaks-down while in use in any manner that is not easily remedied, suffers more than minor hull damage, or is involved in a near-accident or other unsafe event whether on land or in the water.
- c) A citation or boarding of the vessel being operated.

2. The Boating Safety Officer shall investigate and document the incident and related personal injury and/or property damage and prepare a report for the Vice Chancellor-Administration.
3. Incident reports shall be held for indefinitely.

SECTION 5.00

OPERATIONAL PROCEDURES

All boats and equipment used by IMS authorized operators in US waters, regardless of ownership, will, at a minimum, conform to U.S. Coast Guard requirements and to the standards set forth in this manual.

All boats operated outside of U.S. Coast Guard jurisdiction shall at a minimum comply with U.S. Coast Guard regulations in addition to any applicable local requirements and to the standards set forth in this manual.

5.10 STABILITY

All boats used by IMS personnel are required to have an installed data plate that designates the number of people and weight capacity according to the manufacturer's specifications. If this information is unavailable the Boating Safety Officer will make a recommendation based on USCG stability standards. It is the responsibility of the SBO to stay within these limits and to have all weight evenly distributed so that the boat will trim properly. If the manufacturer's specifications have been altered or if modifications are constructed for specific research, which alters the trim and stability, it is the responsibility of the Principal Investigator to verify the stability and safety of any modification to the Boating Safety Officer.

5.20 EQUIPMENT

1. The operator shall be familiar with the operation of the equipment and shall inspect all emergency equipment prior to departure.
2. Malfunctioning or missing equipment must be repaired or replaced prior to use.
3. The nature of specific operations may require vessels and boating equipment to meet higher standards as determined by the Boating Safety Officer or the Boating Safety Committee.
4. It is the responsibility of the SBO and/or Principal Investigator(s) to replace or renew any equipment lost or damaged as a result of negligence or misuse by the SBO. In the event of a disagreement as to responsibility for lost or damaged equipment, the Boating Safety Committee will review the case and assign responsibility for replacing it. Required equipment for IMS boats is listed in Appendix I.

5.30 COMMUNICATIONS

During boat operations scheduled communications shall be maintained with a responsible person. To initiate any change in an approved schedule, the responsible person shall be notified and changes confirmed. If the SBO, or their designee is unable to notify the responsible person, the filed plan must be adhered to. Failure to follow procedures may be cause for suspension or revocation of SBO authorization.

The responsible person shall be notified by phone or in person upon completion of work. Special arrangements will be made in advance for multi-day trips or for vessels returning during non-office hours. Notice of return is required within two hours after the scheduled time of return. If shore-based or radio contact is not made, procedures for U.S. Coast Guard action may be initiated. SBOs shall take into account the limited VHF radio and cell phone coverage in coastal waters.

5.40 WEATHER

General Guidelines

- 1) NOAA Weather 5-Day Marine Forecasts are to be considered the basic weather planning guideline for UCSC small boat operations. These forecasts are available online at (<http://www.wrh.noaa.gov/Monterey/>) or on VHF or dedicated weather radios.
- 2) Unless specifically exempted from doing so by the Boating Safety Officer, all UCSC Small Boat Operators are required to consult NOAA Weather 5-Day Marine Forecasts for the planned area of operation immediately prior to departure, and are required to indicate that they have done so on their float plan at the kiosk when departing LML.
- 3) In general, UCSC Small Boat Operators shall not plan small boat operations when NOAA forecasts for the time and area of operation include predictions of any of the following:
 - a. Sustained winds that range greater than 25 knots
 - b. Well height greater than 12 feet
 - c. Wind waves greater than 4 feet
- 4) Operators may choose to conduct operations when conditions exceed those above only:
 - a. In locally designated “exempt areas” (see below)
 - b. Where for practical reasons involving remote, extended, or frequent trips, the Boating Safety Officer, upon finding a qualified SBO, grants that SBO authority to operate as he or she deems safe.
- 5) The Boating Safety Officer may suspend any or all boating operations at any time if he/she deems them unsafe due to weather conditions.

Exempt Areas

The following local areas are considered exempt from the above forecast related guidelines due to their relatively protected locations, and shall be subject only to the on-site judgment of the SBO as to the safety of operations:

- 1) Monterey Bay, Monterey: Del Monte Beach to Lover’s Point and out to one mile from Monterey Harbor
- 2) Monterey Bay, Santa Cruz: Capitola to Lighthouse Point and out to one mile from Santa Cruz Harbor– Except when the harbor entrance in Santa Cruz has substantial breakers.
- 3) Carmel Bay when launching from Stillwater Cove: Pescadero Point to Carmel Point.
- 4) Ano Nuevo Channel – when transiting to and from shore and Ano Nuevo Island

5.50 SPECIAL OPERATIONS

SCUBA DIVING

Any persons SCUBA diving from an IMS boat are required to observe the provisions of the University of California, Santa Cruz Diving Safety Manual.

Diving by students, staff, marine scientists and faculty of the university or with UCSC equipment as a necessary part of their occupation, and by other authorized divers under the supervision of the UCSC dive program as a necessary part of research, constitutes diving under UCSC auspices.

All dive plans must be approved by the UCSC Diving Safety Officer (DSO). The designated lead diver will be in charge of all diving operations. An IMS authorized SBO remaining on board is required for dives deeper than 30 meters (99') in local waters.

5.60 SAFETY CHECKS

Prior to Departure

1. Perform a functional inspection of the boat and all equipment, including location and condition of PFDs.
2. Assess all environmental risks—weather conditions, sea conditions.
3. Review all emergency procedures with everyone aboard—man-overboard, fire and abandonment and methods for seeking assistance.
4. Establish communication schedule and responsible shore contact person.

After Returning

1. Upon return the SBO will log in the return time with the responsible person as agreed upon before departure.
2. Note any problems with the boat or equipment that occurred during their cruise on the status board and inform the Boating Safety Officer within 24-hours. E-mail is an acceptable means.
3. The SBO or designee will ensure that the boat, boat trailer, engine and all other equipment are thoroughly rinsed with fresh water and stowed after each use. For outboards, the SBO or their designee will ensure adequate fuel remains for subsequent operations.

5.70 OPERATIONAL AREAS

The regulations herein shall be observed at all locations where boating operations are conducted under the auspices of the IMS Small Boating Program. Areas of operation belong to one of two classifications:

1. **Inland Waters:** Shoreward of the demarcation line that separates International Navigation Rules from U.S. Inland Navigation Rules, for example within the waters of Santa Cruz Harbor. The demarcation line is known as the COLREGS (Convention on the International Regulations for Preventing Collisions at Sea, 1972) Demarcation Line. It is shown on nautical charts.
2. **Coastal Waters:** Seaward of the COLREGS Demarcation Line, but normally considered within sight of land.

The type of service for each boat within the Small Boat Program will be clearly identified. Boats will be used only in their designated areas or in areas that provide greater protection.

APPENDIX I

Safety Equipment

Refer to ABCs of California Boating Law by CA Dept of Boating & Waterways

Motorboats operating in coastal waters shall carry at least the following equipment:

1. One VHF radio. Cell phone &/or CB radio also recommended
2. Class I, II, or III PFD for each person on board, plus one 'throwable' with at least 50' of line.
3. Anchor and anchor line
4. Oars, or paddles
5. USCG approved visual distress signaling device
6. Emergency repair kit and tools
7. Fire extinguisher on all motorboats
8. Fog horn, or other signaling device
9. First aid kit and, if diving, an oxygen unit

Suggested equipment:

1. A cellular telephone or CB radio
2. Drinking water
3. Spare fuel
4. Sea anchor
5. Dock lines
6. Bailer
7. Boat hook

APPENDIX II
IMS Float Plan

All vessels operating under the auspices of UC Santa Cruz must be in compliance with California and USCG regulations. Refer to ABCs of the California Boating Law. Copies are available from the UC Santa Cruz Scientific Diving Program or CA Dept. of Boating & Waterways.

UCSC Boat Activity Log	
Date:	NOAA Check:
Name:	
Time out:	Planned Return:
Location:	
Project/Purpose:	
Vessel/Engine:	
Field Contact:	
Shore Contact:	

APPENDIX III

Individual Underway Hours Log

Name: _____
Department: _____

Month/Year: _____

Signature: _____ **Date** _____

Date Day / Night	General Description of Mission Type of Operations and Comments	Area or Location (Inland/Offshore)	Vessel Size	Vessel Propulsion Type and Number	Vessel Launch Method	Total Time Underway
Day / Night						
Day / Night						
Day / Night						
Day / Night						
Day / Night						
Day / Night						
Day / Night						
Day / Night						
Day / Night						
Day / Night						

APPENDIX IV

BOATING EMERGENCY MANAGEMENT PROCEDURES

Introduction

Most boating incidents take place through the culmination of several factors leading up to a single point when unsafe situations combine and pass a critical point resulting in an emergency situation. Identifying these factors and correcting them immediately is the best course of action.

General Procedures (Personnel Injury)

The nature and severity of personnel injury shall be the determining factor for the mode and method of patient transport.

Make contact with victim, if safe, rescue as required.

1. Establish ABC's. (Airway, Breathing, Circulation) Then apply first aid as required.
2. Determine severity and select the mode of transport. (Self transport, USCG, or EMS)
3. As applicable, contact the pre-designated land base, USCG channel 16 VHF, or EMS 911. Or local equivalent
4. Coordinate with EMS for patient transfer site and ETA.
5. Notify the Boating Safety Officer or the designated Assistant.
6. Complete the Accident Forms as required.

General Procedures (Non-urgent Disabled or Damaged Vessel)

For non-emergency related damage or disabling situations it is the responsibility of the operator to suspend the mission and assess all conditions then take appropriate action. The operator must communicate the situation to the designated mother-ship or land-based point of contact. A communication schedule shall be established to monitor the situation until safe moorage is obtained.

1. Apply measures to minimize or correct the situation and contact land base or mother ship.
 - Location
 - Nature of problem
 - Type of assistance needed
 - Number of persons on board
 - Establish a communication schedule based on severity.
2. Arrange USCG assistance if another assistance provider (such as Vessel Assist) is not available. Hail USCG on VHF Channel 16 and follow their directions.
 - Same as #1 above.
 - Request notification of the land base that is holding your float plan.
2. Notify the Boating Safety Officer or the designated Assistant.
3. Complete the Accident Form if required.

Emergency Procedures (Collision, Fire, Flooding, Grounding, Crew overboard)

Severe situations that can lead to the loss of life and property are collision, fire, flooding, grounding and crew over board. Each of these situations requires the operator to immediately initiate measures to correct the situation. Additionally, the USCG and/or another designated agency shall be notified to facilitate rescue and/or assistance.

1. Initiate control measures to prevent/minimize loss of life and the vessel.
2. Contact USCG Channel 16 VHF
 - MAYDAY, MAYDAY, MAYDAY!
 - Location (Speak slowly and repeat position)
 - Nature of distress
 - Vessel name, ID number & description
 - Number of people on board
3. Request notification of the Boating Safety Officer or the designated Assistant as soon as possible.

APPENDIX V

CALIFORNIA BOATING ACCIDENT REPORT

CALIFORNIA DEPARTMENT OF BOATING AND WATERWAYS

INFORMATION: OPERATOR #1								
OPERATOR NAME AND ADDRESS		IS OWNER DIFFERENT THAN OPERATOR? <input type="checkbox"/> YES <input type="checkbox"/> NO		OPERATOR EXPERIENCE		OPERATOR EDUCATION		
AGE		OWNER NAME AND ADDRESS		<input type="checkbox"/> UNDER 10 HOURS <input type="checkbox"/> 10 TO 100 HOURS <input type="checkbox"/> OVER 100 HOURS		<input type="checkbox"/> AMERICAN RED CROSS <input type="checkbox"/> USCG AUXILIARY <input type="checkbox"/> US POWER SQUADRON <input type="checkbox"/> STATE COURSE <input type="checkbox"/> INFORMAL <input type="checkbox"/> NONE		
INFORMATION: VESSEL #1 (YOUR VESSEL)								
THIS VESSEL ONLY	# INJURED	# DEAD	ESTIMATED DAMAGE	RENTED BOAT <input type="checkbox"/> YES <input type="checkbox"/> NO	# OF PERSONS ON BOARD	# OF PERSONS TOWED		
BOAT NUMBER (CF OR DOC #)		MFR. HULL ID#		BOAT NAME		LENGTH		
BOAT MANUFACTURER		BOAT MODEL		YEAR BUILT	TYPE OF FUEL	# OF ENGINES	HORSEPOWER	
ACTIVITY <input type="checkbox"/> RECREATIONAL <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> OTHER _____				FIRE EXTINGUISHER ON BOARD <input type="checkbox"/> YES <input type="checkbox"/> NO	FIRE EXTINGUISHER USED <input type="checkbox"/> YES <input type="checkbox"/> NO	LIFE JACKETS ON BOARD <input type="checkbox"/> YES <input type="checkbox"/> NO	LIFE JACKETS ACCESSIBLE <input type="checkbox"/> YES <input type="checkbox"/> NO	LIFE JACKETS WORN <input type="checkbox"/> YES <input type="checkbox"/> NO
TYPE OF BOAT <input type="checkbox"/> OPEN MOTORBOAT <input type="checkbox"/> CABIN MOTORBOAT <input type="checkbox"/> PERSONAL WATERCRAFT <input type="checkbox"/> HOUSEBOAT <input type="checkbox"/> SAILBOAT (aux. engine) <input type="checkbox"/> SAILBOAT (sail only) <input type="checkbox"/> CANOE / KAYAK <input type="checkbox"/> RAFT <input type="checkbox"/> ROWBOAT <input type="checkbox"/> OTHER (specify) _____		HULL MATERIAL <input type="checkbox"/> WOOD <input type="checkbox"/> ALUMINUM <input type="checkbox"/> FIBERGLASS <input type="checkbox"/> PLASTIC <input type="checkbox"/> RUBBER / VINYL <input type="checkbox"/> OTHER (specify) _____		PROPULSION <input type="checkbox"/> OUTBOARD <input type="checkbox"/> INBOARD <input type="checkbox"/> INBOARD / OUTBOARD <input type="checkbox"/> JET <input type="checkbox"/> SAIL ONLY <input type="checkbox"/> PADDLE / OARS <input type="checkbox"/> OTHER (specify) _____		OPERATION AT TIME OF ACCIDENT <input type="checkbox"/> CRUISING <input type="checkbox"/> CHANGING DIRECTION <input type="checkbox"/> CHANGING SPEED <input type="checkbox"/> TOWING SKIER / TUBER <input type="checkbox"/> TOWING SKIER- SKIER DOWN <input type="checkbox"/> TOWING ANOTHER VESSEL <input type="checkbox"/> BEING TOWED BY ANOTHER VESSEL SPEED _____ MPH		<input type="checkbox"/> DRIFTING <input checked="" type="checkbox"/> AT ANCHOR <input type="checkbox"/> TIED TO DOCK <input type="checkbox"/> LAUNCHING <input type="checkbox"/> DOCKING / LEAVING DOCK <input type="checkbox"/> SAILING <input type="checkbox"/> OTHER (specify) _____
INFORMATION: OPERATOR #2								
OPERATOR NAME AND ADDRESS		IS OWNER DIFFERENT THAN OPERATOR? <input type="checkbox"/> YES <input type="checkbox"/> NO		OPERATOR EXPERIENCE		OPERATOR EDUCATION		
AGE		OWNER NAME AND ADDRESS		<input type="checkbox"/> UNDER 10 HOURS <input type="checkbox"/> 10 TO 100 HOURS <input type="checkbox"/> OVER 100 HOURS		<input type="checkbox"/> AMERICAN RED CROSS <input type="checkbox"/> USCG AUXILIARY <input type="checkbox"/> US POWER SQUADRON <input type="checkbox"/> STATE COURSE <input type="checkbox"/> INFORMAL <input type="checkbox"/> NONE		
INFORMATION: VESSEL #2 (OTHER VESSEL INVOLVED)								
THIS VESSEL ONLY	# INJURED	# DEAD	ESTIMATED DAMAGE \$	RENTED BOAT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	# OF PERSONS ON BOARD	# OF PERSONS TOWED		
BOAT NUMBER (CF OR DOC #)		MFR. HULL ID#		BOAT NAME		LENGTH		
BOAT MANUFACTURER		BOAT MODEL		YEAR BUILT	TYPE OF FUEL	# OF ENGINES	HORSEPOWER	
ACTIVITY <input type="checkbox"/> RECREATIONAL <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> OTHER _____				FIRE EXTINGUISHER ON BOARD <input type="checkbox"/> YES <input type="checkbox"/> NO	FIRE EXTINGUISHER USED <input type="checkbox"/> YES <input type="checkbox"/> NO	LIFE JACKETS ON BOARD <input type="checkbox"/> YES <input type="checkbox"/> NO	LIFE JACKETS ACCESSIBLE <input type="checkbox"/> YES <input type="checkbox"/> NO	LIFE JACKETS WORN <input type="checkbox"/> YES <input type="checkbox"/> NO
TYPE OF BOAT <input type="checkbox"/> OPEN MOTORBOAT <input type="checkbox"/> CABIN MOTORBOAT <input type="checkbox"/> PERSONAL WATERCRAFT <input type="checkbox"/> HOUSEBOAT <input type="checkbox"/> SAILBOAT (aux. engine) <input type="checkbox"/> SAILBOAT (sail only) <input type="checkbox"/> CANOE / KAYAK <input type="checkbox"/> RAFT <input type="checkbox"/> ROWBOAT <input type="checkbox"/> OTHER (specify) _____		HULL MATERIAL <input type="checkbox"/> WOOD <input type="checkbox"/> ALUMINUM <input type="checkbox"/> FIBERGLASS <input type="checkbox"/> PLASTIC <input type="checkbox"/> RUBBER / VINYL <input type="checkbox"/> OTHER (specify) _____		PROPULSION <input type="checkbox"/> OUTBOARD <input type="checkbox"/> INBOARD <input type="checkbox"/> INBOARD / OUTBOARD <input type="checkbox"/> JET <input type="checkbox"/> SAIL ONLY <input type="checkbox"/> PADDLE / OARS <input type="checkbox"/> OTHER (specify) _____		OPERATION AT TIME OF ACCIDENT <input type="checkbox"/> CRUISING <input type="checkbox"/> CHANGING DIRECTION <input type="checkbox"/> CHANGING SPEED <input type="checkbox"/> TOWING SKIER / TUBER <input type="checkbox"/> TOWING SKIER- SKIER DOWN <input type="checkbox"/> TOWING ANOTHER VESSEL <input type="checkbox"/> BEING TOWED BY ANOTHER VESSEL SPEED _____ MPH		<input type="checkbox"/> DRIFTING <input type="checkbox"/> AT ANCHOR <input type="checkbox"/> TIED TO DOCK <input type="checkbox"/> LAUNCHING <input type="checkbox"/> DOCKING / LEAVING DOCK <input type="checkbox"/> SAILING <input type="checkbox"/> OTHER (specify) _____
NAME OF PERSON COMPLETING THE REPORT _____						QUALIFICATION OF PERSON COMPLETING REPORT		
SIGNATURE OF PERSON COMPLETING THE REPORT _____						<input type="checkbox"/> OPERATOR <input type="checkbox"/> OWNER <input type="checkbox"/> OTHER (specify) _____		

DMV FORM 800-1 (200)

THIS CONFIDENTIAL REPORT IS USED IN RESEARCH FOR THE PREVENTION OF ACCIDENTS AND A COPY IS FORWARDED TO THE UNITED STATES COAST GUARD

CALIFORNIA BOATING ACCIDENT REPORT

CALIFORNIA DEPARTMENT OF BOATING AND WATERWAYS

The operator of every recreational vessel is required by Section 656 of the Harbors and Navigation Code to file a written report whenever a boating accident occurs which results in death, disappearance, injury that requires medical attention beyond first aid, total property damage in excess of \$500, or complete loss of a vessel. Reports must be submitted within 48 hours in case of death occurring within 24 hours of an accident, disappearance, or injury beyond first aid. All other reports must be submitted within 10 days of the accident. Reports are to be submitted to the California Department of Boating and Waterways at 2000 Evergreen Street, Suite 100, Sacramento, California 95815-3888, (916) 263-8180. Failure to submit this report as required is a misdemeanor and is punishable by a fine not to exceed \$1000 or imprisonment not to exceed 6 months or both.

DATE OF ACCIDENT (MO/Y)	TIME OF ACCIDENT <input type="checkbox"/> AM <input type="checkbox"/> PM	COUNTY	BODY OF WATER	LOCATION ON WATER			
# INJURED	# DEAD	TOTAL \$	LAW ENFORCEMENT ON ACCIDENT SCENE <input type="checkbox"/> YES <input type="checkbox"/> NO	AGENCY NAME			
WEATHER (CHECK ALL THAT APPLY): <input type="checkbox"/> CLEAR <input type="checkbox"/> RAIN <input type="checkbox"/> CLOUDY <input type="checkbox"/> SNOW <input type="checkbox"/> FOG <input type="checkbox"/> HAZY		WATER CONDITIONS <input type="checkbox"/> CALM (waves less than 6") <input type="checkbox"/> CHOPPY (waves 6"-2') <input type="checkbox"/> ROUGH (waves 2'-6") <input type="checkbox"/> VERY ROUGH (waves >6')		WIND CONDITIONS <input type="checkbox"/> NONE <input type="checkbox"/> LIGHT (0-6 mph) <input type="checkbox"/> MODERATE (7-14 mph) <input type="checkbox"/> STRONG (15-25 mph) <input type="checkbox"/> STORM (over 25 mph)			
TEMPERATURE WATER		TEMPERATURE AIR					
VISIBILITY <input type="checkbox"/> GOOD <input type="checkbox"/> FAIR <input type="checkbox"/> POOR		STRONG CURRENT <input type="checkbox"/> YES <input type="checkbox"/> NO					
TYPE OF ACCIDENT (CHECK ALL THAT APPLY): <input type="checkbox"/> CAPSIZING <input type="checkbox"/> COLLISION WITH VESSEL <input type="checkbox"/> COLLISION WITH FIXED OBJECT <input type="checkbox"/> COLLISION WITH FLOATING OBJECT <input type="checkbox"/> FALL OVERBOARD <input type="checkbox"/> FALL IN BOAT <input type="checkbox"/> OTHER _____			CAUSE OF ACCIDENT (CHECK ALL THAT APPLY): <input type="checkbox"/> FIRE / EXPLOSION (fuel) <input type="checkbox"/> FIRE / EXPLOSION (other than fuel) <input type="checkbox"/> FLOODING / SWAMPING <input type="checkbox"/> SINKING <input type="checkbox"/> STRUCK BY BOAT / PROPELLER <input type="checkbox"/> SKIER MISHAP <input type="checkbox"/> IMPROPER LOADOUT / INATTENTION <input type="checkbox"/> OPERATOR INEXPERIENCE <input type="checkbox"/> EXCESSIVE SPEED <input type="checkbox"/> MACHINERY FAILURE <input type="checkbox"/> EQUIPMENT FAILURE <input type="checkbox"/> IMPROPER LOADING <input type="checkbox"/> OVERLOADING <input type="checkbox"/> HAZARDOUS WEATHER / WATER <input type="checkbox"/> RESTRICTED VISION <input type="checkbox"/> IGNITION OF SPILLED FUEL / VAPOR <input type="checkbox"/> IMPROPER ANCHORING <input type="checkbox"/> ALCOHOL USE <input type="checkbox"/> FAILURE TO VENT <input type="checkbox"/> OTHER _____				
DESCRIBE WHAT HAPPENED AND WHAT YOU COULD HAVE DONE TO PREVENT THIS ACCIDENT (Explain the cause of death or injury, medical treatment, etc. Use sketch if helpful. If needed, continue description on additional paper.)							
VICTIM OR WITNESS INFORMATION							
VICTIM / WITNESS NAME & ADDRESS	VICTIM / WITNESS STATUS	RIDING IN VESSEL #	AGE	INJURY DESCRIPTION	CAUSE OF DEATH	COULD VICTIM SWIM?	LIFE JACKET WORN?
	<input type="checkbox"/> INJURED <input type="checkbox"/> DEAD <input type="checkbox"/> WITNESS ONLY				<input type="checkbox"/> DROWNING <input type="checkbox"/> TRAUMA <input type="checkbox"/> OTHER	<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO
	<input type="checkbox"/> INJURED <input type="checkbox"/> DEAD <input type="checkbox"/> WITNESS ONLY				<input type="checkbox"/> DROWNING <input type="checkbox"/> TRAUMA <input type="checkbox"/> OTHER	<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO
	<input type="checkbox"/> INJURED <input type="checkbox"/> DEAD <input type="checkbox"/> WITNESS ONLY				<input type="checkbox"/> DROWNING <input type="checkbox"/> TRAUMA <input type="checkbox"/> OTHER	<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO
	<input type="checkbox"/> INJURED <input type="checkbox"/> DEAD <input type="checkbox"/> WITNESS ONLY				<input type="checkbox"/> DROWNING <input type="checkbox"/> TRAUMA <input type="checkbox"/> OTHER	<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO

DBW FORM 006-1 (2005) THIS CONFIDENTIAL REPORT IS USED IN RESEARCH FOR THE PREVENTION OF ACCIDENTS AND A COPY IS FORWARDED TO THE UNITED STATES COAST GUARD

<http://dbw.ca.gov/PDF/AccidentForms/BAR.pdf>