New Jersey State Police

Boating Safety Manual

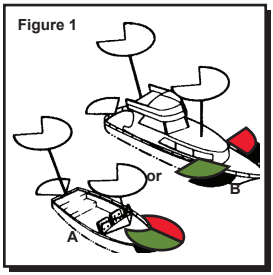


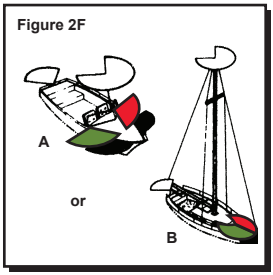
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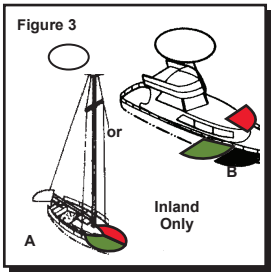
SAFE AND ENJOYABLE BOATING
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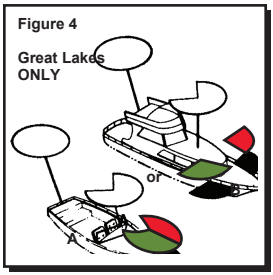
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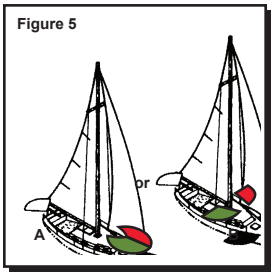
LIGHTS REQUIRED ON BOATS BETWEEN SUNSET AND SUNRISE AND AT ALL TIMES OF RESTRICTED VISIBILITY

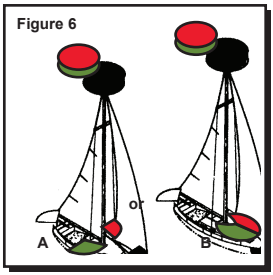


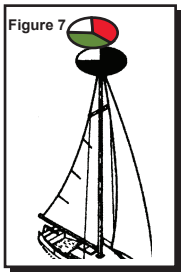


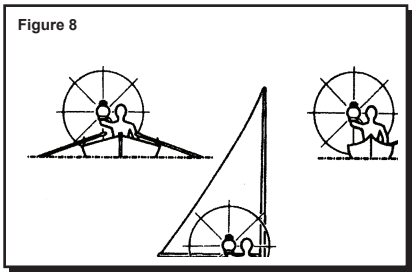












RANGE AND DEGREE OF VISIBILITY OF LIGHTS

Inland and International

Location	Visible Range *(In Nautical Miles)* Less than 12M/12M to 50M	Degree of Visibility
Masthead light	2/3	225
All-around light	2/2	360
Side lights	1/21	12.5
Stern light	2/2	135



Table of Contents

NEW JERSEY SAFE BOATING, Non-Tidal Boat Endorsement 1
Boating Safety Education & Minimum Age Requirements 2
Non-Tidal Boat License 3
USCG Navigation Rules 4
Part A - General 4
Part B - Steering & Sailing Rules 4
Part C - Lights and Shapes 10
Part D - Sound & Light Signals 12

CHAPTER 1
Registration, Titling & Documentation 16
Vessel Titling 16
Boat Registration 16
Registration Required 17
Documented Vessels 17
Numbering System & Display 18
Validation Decal 19
Obtaining Applications 19
Change of Residence 19

CHAPTER 2
Equipment 20
Muffling Device 20
Coast Guard Approved Equipment 20
Flame Arresters (Backfire Flame Control) 20
Sound Signaling Appliances
For Vessels Less Than 20 Meters (65'6") 20
Personal Flotation Devices 21
Wearing of PFDs by Children 12 and Under 24
Fire Extinguishers 24
Marine Sanitation Devices (MSDs) 25
Visual Distress Signals: The Regulations 26
Visual Distress Signals: Handling and Storage 27

Visual Distress Signals Types 27
Visual Distress Warning..... 28
Minimum Required Equipment by Length of Boat 29
Meter-feet Conversions..... 31

CHAPTER 3
Operator's Responsibilities..... 32
Found Vessels..... 32
Boating Accidents/Duties In Case of Accidents 32
Speed..... 33
Operating a Vessel Under the Influence of
Intoxicating Liquor, Drugs or Narcotics 33
Reckless or Careless Operation Forbidden 36
Personal Watercraft 36
Waterskiing and Wake Surfing 37
Skin Diving 38
Watercraft Noise Control 39
Racing 39
Race Test Permits..... 39
Loading Your Boat..... 40
Water Pollution and the Recreational Boater..... 41
Discharge of Oil Prohibited 41
Electrical Shock 41

CHAPTER 4
For Your Protection..... 42
Security Afloat 42
Report Stolen Boats and Equipment..... 44
Bargain Deals..... 44
Marine Radio Information 44
New Jersey State Police Marine Services Bureau Float Plan... 44 & 45
Equipment Checklist..... 46
Be a Clean and Green New Jersey Boater 47
Navigation Aids ..... 48 & 49

NEW JERSEY SAFE BOATING

The objective of the boating safety program is to reduce the risk of loss of life, injury and property damage associated with the use of the state's waterways.

The state recognizes the need for safe boating and highly recommends that boating enthusiasts make themselves thoroughly familiar with all of the laws, regulations and other information contained in this booklet. Boating is best enjoyed when the boater is knowledgeable and diligent in observing safety precautions. Rules and regulations quoted herein are the most commonly used.

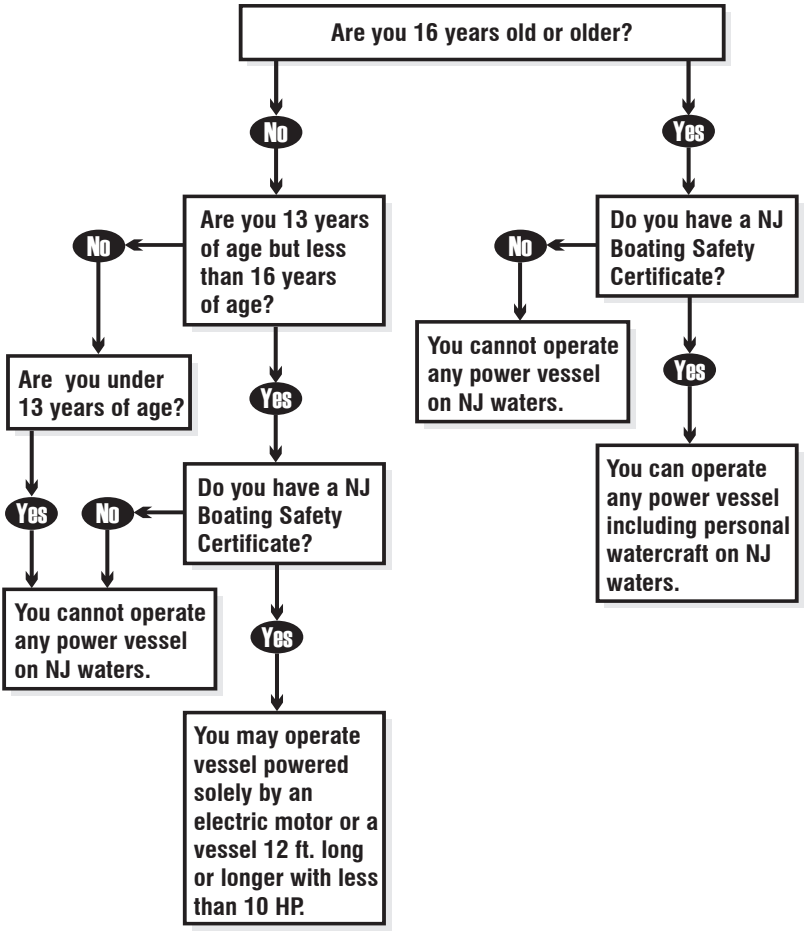
New Jersey has adopted the Navigational Rules International-Inland and the Code of Federal Regulations as the standards for vessel equipment and operation. The Navigational Rules and the Code of Federal Regulations can be purchased either at a boat supply store or through a boating catalog. In addition to these standards, other laws, rules, and regulations have been adopted for the waters of this State.

Consult local authorities for information on local ordinances.

For more information on Boating Safety, Rules & Regulations, and Boating Safety Certificates, visit www.njsp.gov/marine

Boating Safety Course information may be located at:
www.cgaux.org • www.usps.org • www.boatus.org

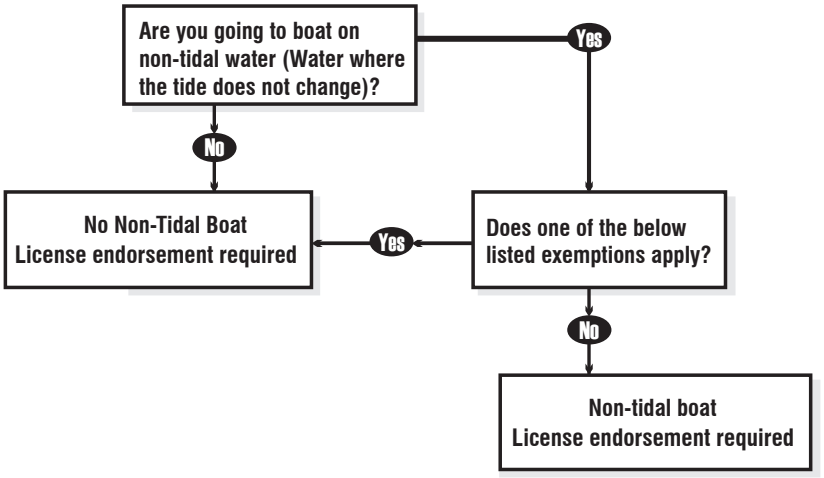
BOATING SAFETY EDUCATION & MINIMUM AGE MANDATORY REQUIREMENTS



1) There are NO EXEMPTIONS to N.J. age requirements.

2) Out-of-state residents who are at least 16 years old and in New Jersey for less than 90 days may operate a power vessel on the waters of the State of New Jersey if they possess a certificate issued by their state of residence or they have in their possession written proof of successful completion of a boat safety course approved by another state, the U.S. Coast Guard, or the National Association of State Boating Law Administrators (NASBLA).

NON-TIDAL BOAT LICENSE REQUIREMENTS



A boat license is separate from the boating safety certificate, may be required for operating a vessel on non-tidal water, and is issued by the Motor Vehicle Commission (MVC).

Exemptions:

1) Vessel powered by a motor less than 1 HP or a 12 volt electric motor.

2) A vessel 12 feet long or longer with less than 10 HP.

3) While competing in an authorized race pursuant to a permit issued by the Division of State Police in the Department of Law & Public Safety.

4) If the person is an out-of-state resident who has written proof of successful completion of a course substantially similar to a NJ approved Boating Safety Course.

UNITED STATES COAST GUARD NAVIGATION RULES

(Inland)

Important: The navigation rules contained in this manual summarize basic navigation rules for which a boat operator is responsible on inland waterways (except where noted). 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 of the Navigation Rules.

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.navcen.uscg.gov/navigation-rules-amalgamated**

PART A - GENERAL

Rule 2, RESPONSIBILITY:

(a) Nothing in these Rules (USCG Navigation Rules) shall exonerate any vessel, or the owner, master, or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

(b) In construing and complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.

PART B - STEERING AND SAILING RULES

SUBPART I - Conduct of Vessels in any Condition of Visibility

Rule 5, LOOKOUT:

Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and the risk of collision.

Rule 6, SAFE SPEED:

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

In determining a safe speed the following factors shall be among those taken into account:

(a) By all vessels:

(i) The state of visibility;

(ii) The traffic density including concentrations of fishing vessels or any other vessels;

(iii) The manageability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions;

(iv) At night, the presence of background light such as from shore lights or from back scatter from her own lights;

(v) The state of wind, sea and current, and the proximity of navigational hazards;

(vi) The draft in relation to the available depth of water.

Rule 7, COLLISION:

(a) Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist.

(d) In determining if risk of collision exists the following considerations shall be among those taken into account:

(i) Such risk shall be deemed to exist if the compass bearing of an approaching vessel does not appreciably change; and

(ii) Such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large vessel or a tow or when approaching a vessel at close range.

Rule 8, ACTION TO AVOID COLLISION:

(a) Any action to avoid collision shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.

(b) Any alteration of course and/or speed to avoid collision shall, if the circumstances of the case admit, be large enough to be readily apparent to another vessel observing visually or by radar; a succession of small alterations of course and/or speed should be avoided.

(c) If there is sufficient sea room, alteration of course alone may be the most effective action to avoid a close-quarters situation provided that it is made in good time, is substantial and does not result in another close-quarters situation.

(d) Action taken to avoid collision with another vessel shall be such as to result in passing at a safe distance. The effectiveness of the action shall be carefully checked until the other vessel is finally past and clear.

(e) If necessary to avoid collision or allow more time to assess the situation, a vessel may slacken her speed or take all way off by stopping or reversing her means of propulsion.

(f) (i) A vessel which, by any of these rules, is required not to impede the passage or safe passage of another vessel shall, when required by the circumstances of the case, take early action to allow sufficient sea room for the safe passage of the other vessel.

(ii) A vessel required not to impede the passage or safe passage of another vessel is not relieved of this obligation if approaching the other vessel so as to involve risk of collision and shall, when taking action, have full regard to the action which may be required by the rules of this part.

(iii) A vessel, the passage of which is not to be impeded remains fully obliged to comply with the rules of this part when the two vessels are approaching one another so as to involve risk of collision.

Rule 9, NARROW CHANNELS:

(a) (i) A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on its starboard (right) side as is safe and practicable.

(b) A vessel of less than 20 meters (65.6 ft.) in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway.

(c) A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway.

(d) A vessel shall not cross a narrow passage or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway. The latter vessel may use the sound signal prescribed in Rule 34(d) if in doubt as to the intention of the crossing vessel.

(e) (i) In a narrow channel or fairway when overtaking, the power-

driven vessel intending to overtake another power-driven vessel shall indicate her intention by sounding the appropriate signal prescribed in Rule 34(c) and take steps to permit safe passing. The power-driven vessel being overtaken, if in agreement, shall sound the same signal and may, if specifically agreed to take steps to permit safe passing. If in doubt, she shall sound the danger signal prescribed in Rule 34(d).

(ii) This rule does not relieve the overtaking vessel of her obligation under Rule 13.

(f) A vessel nearing a bend or an area of a narrow channel or fairway where other vessels may be obscured by an intervening obstruction shall navigate with particular alertness and caution and shall sound the appropriate signal prescribed in Rule 34(e).

(g) Any vessel shall, if the circumstances of the case admit, avoid anchoring in a narrow channel.

SUBPART II - Conduct of Vessels in Sight of One Another

Rule 13, OVERTAKING:

(a) Notwithstanding anything contained in Rules 4 through 18, any vessel overtaking any other shall keep out of the way of the vessel being overtaken.

(b) A vessel shall be deemed to be overtaking when coming up with a another vessel from a direction more than 22.5 degrees abaft her beam, that is, in such a position with reference to the vessel she is overtaking, that at night she would be able to see only the sternlight of that vessel but neither of her sidelights.

(c) When a vessel is in any doubt as to whether she is overtaking another, she shall assume that this is the case and act accordingly.

(d) Any subsequent alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel within the meaning of these Rules or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

Rule 14, HEAD ON SITUATION:

(a) When two power-driven vessels are meeting on reciprocal (head on) or nearly reciprocal courses so as to involve risk of collision, each shall alter its course to starboard (right) so that each will pass on the port (left) side of the other.

(b) Such a situation shall be deemed to exist when a vessel sees the other ahead or nearly ahead and by night she could see the masthead lights of the other in a line or nearly in a line or both sidelights and by day she observes the corresponding aspect of the other vessel.

(c) When a vessel is in any doubt as to whether such a situation exists she shall assume that it does exist and act accordingly.

Rule 15, CROSSING SITUATION:

(a) When two power driven vessels are crossing so as to involve risk of collision, the vessel which has the other on its starboard (right) side shall keep out of the way and shall, if the circumstances of the case admit, avoid crossing ahead of the other vessel.

Rule 16, ACTION BY GIVE-WAY VESSEL:

Every vessel which is directed to keep out of the way of another vessel shall, so far as possible, take early and substantial action to keep well clear.

Rule 17, ACTION BY STAND-ON VESSEL:

(a) (i) Where one of two vessels is to keep out of the way, the other shall keep her course and speed.

(ii) The latter vessel may however take action to avoid collision by her maneuver alone, as soon as it becomes apparent to her that the vessel required to keep out of the way is not taking appropriate action in compliance with these Rules.

(b) When, from any cause, the vessel required to keep her course and speed finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, she shall take such action as will best aid to avoid collision.

(c) A power-driven vessel which takes action in a crossing situation in accordance with subparagraph (a)(ii) of this Rule to avoid collision with another power-driven vessel shall, if the circumstances of the case admit, not alter courses to port (left) for a vessel on her own port (left) side.

(d) This Rule does not relieve the give-way vessel of her obligation to keep out of the way.

Rule 18, RESPONSIBILITIES BETWEEN VESSELS:
Except where Rules 9, 10, and 13 otherwise require:

(a) A power-driven vessel underway shall keep out of the way of:

(i) a vessel not under command;

(ii) a vessel restricted in her ability to maneuver;

(iii) a vessel engaged in fishing;

(iv) a sailing vessel.

(b) A sailing vessel underway shall keep out of the way of:

(i) a vessel not under command;

(ii) a vessel restricted in her ability to maneuver;

(iii) a vessel engaged in fishing.

(c) A vessel engaged in fishing when underway shall, so far as possible, keep out of the way of:

(i) a vessel not under command;

(ii) a vessel restricted in her ability to maneuver.

(d) A seaplane on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation. In circumstances, however, where risk of collision exists, she shall comply with the Rules of this Part.

Subpart III - Conduct of Vessels in Restricted Visibility

Rule 19, CONDUCT OF VESSELS IN RESTRICTED VISIBILITY:

(a) This Rule applies to vessels not in sight of one another when navigating in or near an area of restricted visibility.

(b) Every vessel shall proceed at a safe speed adapted to the prevailing circumstances and conditions of restricted visibility. A power-driven vessel shall have her engines ready for immediate maneuver.

(c) Every vessel shall have due regard to the prevailing circumstances and conditions of restricted visibility when complying with the Rules 4 through 10.

(d) A vessel which detects by radar alone the presence of another vessel shall determine if a close-quarters situation is developing or risk of collision exists. If so, she shall take avoiding action in ample time, provided that when such action consists of an alteration in course, so far as possible the following shall be avoided:

(i) An alteration of course to port for a vessel forward of the beam, other than for a vessel being overtaken; and

(ii) An alteration of course toward a vessel abeam or abaft the beam.

(e) Except where it has been determined that a risk of collision does not exist, every vessel which hears apparently forward of her beam the fog signal of another vessel, or which cannot avoid a close-quarters situation with another vessel forward of her beam, shall reduce her speed to be the minimum at which she can be kept on her course. She shall if necessary take all her way off and in any event navigate with extreme caution until danger of collision is over.

PART C - LIGHTS AND SHAPES

The Navigation Rules that pertain to vessel lights are codified in Rule 20 through Rule 31. The Rules describe the lights required to be displayed on nearly every imaginable type of vessel, from the smallest of recreational vessels, to the largest of ships, and include every type of specialty vessel. Below is a brief overview of the lights required to be displayed on most recreational vessels.

Rule 20, APPLICATION:

(a) Rules in this part shall be complied with in all weathers.

(b) The Rules concerning lights shall be complied with from sunset to sunrise, and during such times no other lights shall be exhibited, except such lights which cannot be mistaken for the lights specified in these Rules or do not impair their visibility or distinctive character, or interfere with the keeping of a proper look-out.

(c) The lights prescribed by these Rules shall, if carried, also be exhibited from sunrise to sunset in restricted visibility and may be exhibited in all other circumstances when it is deemed necessary.

POWER-DRIVEN VESSELS

See Inside Front Cover, Figures 1 Through 4 for examples of the light configurations described within the following text.

International

1. A power-driven vessel less than 20 meters (65.6 ft.), shall exhibit navigation lights as shown in either Figure 1 or 2. If you choose Figure 1, the aft masthead light must be higher than the forward one. If Figure 2 is selected, a vessel less than 12 meters (39.4 ft.), the masthead light must be 1 meter (3.3 ft.) higher than the colored lights. If the vessel is 12 meters (39.4 ft.) or more in length and less than 20 meters (65.6 ft.), the masthead light must be 2.5 meters (8.2 ft.) higher than the gunwale.

2. A power vessel less than 12 meters (39.4 ft.) shall exhibit navigation lights as displayed in Figures 1, 2 or 3.
3. A power-driven vessel less than 7 meters (23 ft.) in length and whose maximum speed cannot exceed 7 knots may, in lieu of the lights prescribed above, exhibit an all-around white light. Such vessel shall, if practicable, also exhibit side lights.

Inland

1. A power-driven vessel 12 meters (39.4 ft.) or more in length and less than 20 meters (65.6 ft.) shall exhibit navigation lights as displayed in either Figure 1 or 2.
2. A power-driven vessel, when construction was started prior to 12-25-81, less than 20 meters (65.6 ft.) may exhibit navigation lights as displayed in Figure 3.
3. A power-driven vessel less than 12 meters (39.4 ft.) may exhibit those lights shown in Figures 1, 2 or 3.

SAILING VESSELS & VESSELS UNDER OARS

See Inside Front Cover, Figures 5 Through 8.

NOTE: A SAIL VESSEL UNDER MACHINE POWER AND SAILS IS CONSIDERED A POWER-DRIVEN VESSEL

International and Inland

1. A sailing vessel of less than 20 meters (65.6 ft.) in length shall exhibit navigation lights shown in either Figures 5, 6 or 7.
2. A sailing vessel of 20 meters (65.6 ft.) or more in length shall exhibit navigation lights shown in either Figure 5B or 6A.
3. A sailing vessel of less than 7 meters (23 ft.) in length shall, if practicable, exhibit those lights prescribed for sailing vessels, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision. *(See Figure 8)*.
4. A vessel under oars may display those lights prescribed for sailing vessels, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision. *(See Figure 8)*.

LIGHTS USED WHEN ANCHORED

International and Inland

Power-driven vessels and sailing vessels at anchor must display anchor lights. Vessels less than 7 meters (23 ft.) in length shall not be required

to display anchor lights unless anchored in or near a narrow channel, fairway or anchorage, or where other vessels normally navigate. An anchor light is a white light visible for 2 miles and displayed where it can best be seen for 360 degrees.

A vessel less than 20 meters in inland waters when at anchor in a special anchorage area designated by the Secretary of Transportation, shall not be required to exhibit an anchor light.

NOTE: See inside front cover for a range and degree of visibility of lights.

PART D - SOUND AND LIGHT SIGNALS

Rule 33, EQUIPMENT FOR SOUND SIGNALS:

(a) A vessel of 12 meters (39.4 ft.) or more in length shall be provided with a whistle and a bell, and a vessel of 100 meters (328.1 ft.) or more in length shall, in addition be provided with a gong, the tone and sound of which cannot be confused with that of the bell. The whistle, bell and gong shall comply with the specifications in Annex III to these Regulations. The bell or gong or both may be replaced by other equipment having the same respective sound characteristics, provided that manual sounding of the prescribed signals shall always be possible.

(b) A vessel of less than 12 meters (39.4 ft.) in length shall not be obliged to carry the sound signaling appliances prescribed in paragraph (a) of this Rule but if she does not, she shall be provided with some other means of making an efficient signal (horn or whistle).

Rule 34, MANEUVERING AND WARNING SIGNALS:

(a) When power-driven vessels are in sight of one another and meeting or crossing at a distance within half a mile of each other, each vessel underway, when maneuvering as authorized or required by these Rules:

(i) shall indicate that maneuver by the following signals on her whistle: one short blast to mean “I intend to leave you on my port side”;
two short blasts to mean “I intend to leave you on my starboard side”;
three short blasts to mean “I am operating astern propulsion.”

(ii) upon hearing the one or two blast signal of the other shall, if

in agreement, sound the same whistle signal and take the steps necessary to effect a safe passing. If, however, from any cause, the vessel doubts the safety of the proposed maneuver, she shall sound the danger signal specified in paragraph (d) of this Rule and each vessel shall take appropriate precautionary action until a safe passing agreement is made.

(c) When in sight of one another:

(i) a power-driven vessel intending to overtake another power-driven vessel shall indicate her intention by the following signals on her whistle:

one short blast to mean "I intend to overtake you on your starboard side."

two short blasts to mean "I intend to overtake you on your port side."

(ii) the power-driven vessel about to be overtaken shall, if in agreement, sound a similar signal. If in doubt she shall sound the danger signal prescribed in paragraph (d).

(d) When vessels in sight of one another are approaching each other and from any cause either vessel fails to understand the intentions or actions of the other, or is in doubt whether sufficient action is being taken by the other to avoid collision, the vessel in doubt shall immediately indicate such doubt by giving at least five short and rapid blasts on the whistle. This signal may be supplemented by at least five short and rapid flashes.

(e) A vessel nearing a bend or an area of a channel or fairway where other vessels may be obscured by an intervening obstruction shall sound one prolonged blast. Such signal shall be answered with a prolonged blast by any approaching vessel that may be within hearing around the bend or behind the intervening obstruction.

(g) When a power-driven vessel is leaving a dock or berth, she shall sound one prolonged blast.

(h) A vessel that reaches agreement with another vessel in a head-on, crossing, or overtaking situation, as for example, by using the radiotelephone as prescribed by the Vessel Bridge-to-Bridge Radiotelephone Act (85 Stat. 164; 33 U.S.C. 1201 et seq.), is not obliged to sound the whistle signals prescribed by this Rule, but may do so. If agreement is not reached, then whistle signals shall be exchanged in a timely manner and shall prevail.

Rule 35, SOUND SIGNALS IN RESTRICTED VISIBILITY:

In or near an area of restricted visibility, whether by day or night the signals prescribed in this Rule shall be used as follows:

(a) A power-driven vessel making way through the water shall sound at intervals of not more than 2 minutes one prolonged blast.

(b) A power-driven vessel underway but stopped and making no way through the water shall sound at intervals of no more than 2 minutes two prolonged blasts in succession with an interval of about 2 seconds between them.

(c) A vessel not under command, a vessel restricted in her ability to maneuver whether underway or at anchor, a vessel constrained by her draft, a sailing vessel, a vessel engaged in fishing whether underway or at anchor and a vessel engaged in towing or pushing another vessel shall, instead of the signals prescribed in paragraph (a) or (b) of this Rule, sound at intervals of not more than 2 minutes three blasts in succession, namely one prolonged followed by two short blasts.

(e) A vessel towed or if more than one vessel is towed the last vessel of the tow, if manned, shall at intervals of not more than 2 minutes sound four blasts in succession, namely one prolonged followed by three short blasts. When practicable, this signal shall be made immediately after the signal made by the towing vessel.

(g) A vessel at anchor shall at intervals of not more than 1 minute ring the bell rapidly for about 5 seconds. In a vessel 100 meters or more in length the bell shall be sounded in the forepart of the vessel and immediately after the ringing of the bell the gong shall be sounded rapidly for about 5 seconds in the after part of the vessel. A vessel at anchor may in addition sound three blasts in succession, namely one short, one long and one short blast, to give warning of her position and of the possibility of collision to an approaching vessel.

(h) A vessel aground shall give the bell signal and if required the gong signal prescribed in paragraph (g) of this Rule and shall, in addition, give three separate and distinct strokes on the bell immediately before and after the rapid ringing of the bell. A vessel aground may in addition sound an appropriate whistle signal.

(i) A vessel of 12 meters or more but less than 20 meters in length shall not be obliged to give the bell signals prescribed in Rule 35(g) and (h). However, if she does not, she shall make some other efficient sound signal at intervals of not more than 2 minutes.

(j) A vessel of less than 12 meters in length shall not be obliged to give the above mentioned signals but, if she does not, shall make some other efficient sound signal at intervals of not more than 2 minutes.

(k) A pilot vessel when engaged on pilotage duty may in addition to the signals prescribed in paragraph (a), (b) or (f) of this Rule sound an identity signal consisting of four short blasts.

(l) The following vessels shall not be required to sound signals as prescribed in paragraph (g) of this Rule when anchored in a special anchorage area designated by the Coast Guard:

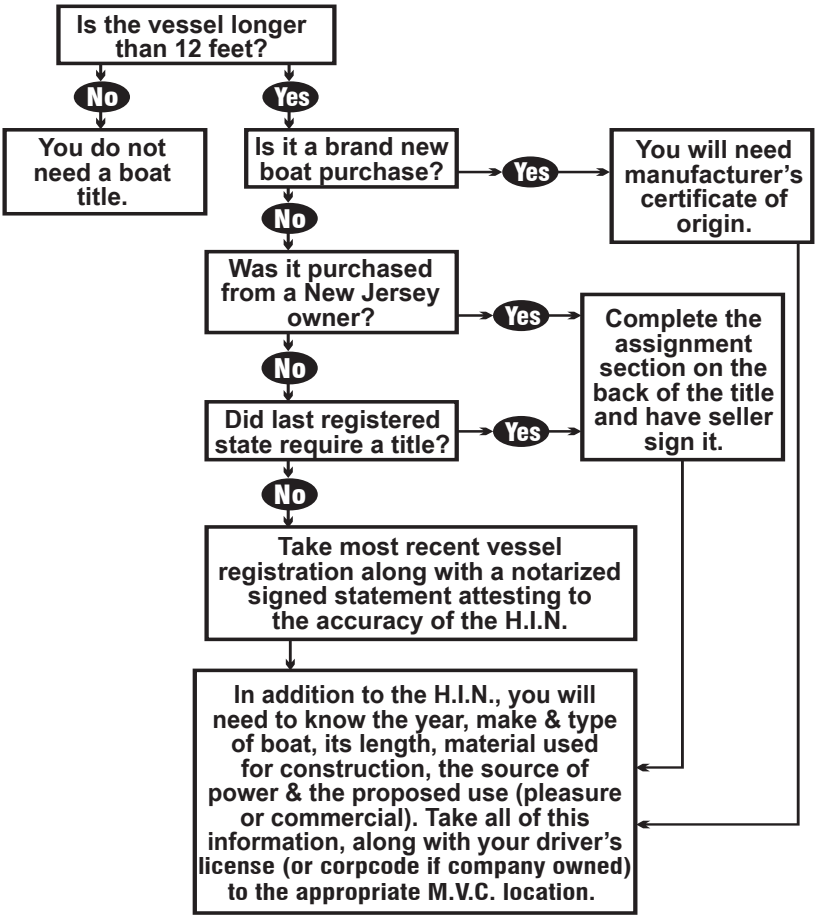
(i) a vessel of less than 20 meters (65.6 ft.) in length; and

(ii) a barge canal boat, scow, or other nondescript craft.

CHAPTER 1
Titling, Registration, & Documentation

VESSEL TITLING

All vessels longer than 12 feet in length must be titled.



BOAT REGISTRATION

All titled boats must also be registered. In addition, all power vessels, regardless of length, must be registered.

If the boat is not titled, you will have to show proof of ownership. Any of the documents accepted for titling are also acceptable for registration.

REGISTRATION REQUIRED

Every vessel in New Jersey waters shall be registered and numbered, except:

a. Vessels operated under a federally approved numbering system of another state, operated on a transient basis;

b. Documented vessels from other states operated in this State in a transient status only;

c. Vessels from foreign countries here temporarily;

d. Public vessels of the United States, a state or subdivision or agency thereof;

e. A ship's lifeboat;

f. Vessels used exclusively for racing while competing in an authorized race, or under permit issued from the New Jersey State Police;

g. A non-powered sailboat or vessel used exclusively on small lakes and ponds wholly within private lands;

h. A non-powered inflatable, surfboard, racing shell or tender for direct transportation between a vessel and the shore and for no other purpose (*i.e.,* dinghy);

i. Non-powered Vessels 12 feet or less in length

j. A non-powered kayak, canoe, or paddleboard.

DOCUMENTED VESSELS

1. All documented vessels for which the owner maintains, owns, rents, leases or otherwise occupies space within this State, other than on a transient basis, MUST be registered with this State according to the established fee schedule, but are not required to display numbers. Validation decals will be issued and must be displayed on these vessels.

2. Registration certificates must be carried on board the vessel at all times while the vessel is in operation.

3. Those vessels documented under Part 67 of Title 46, Code of Federal Regulations and required to register with this State pursuant to NJSA 12:7-34.44a shall display a validation sticker on each side of the vessel in an area adjacent to the main steering station affixed to the vertical surface plainly visible at all times from both the port (left) and starboard (right) sides.

NUMBERING SYSTEM & DISPLAY

1. Boats will be numbered as follows;

   a. The registration numbers assigned shall consist of three (3) parts. The first part, known as the prefix, shall consist of the letters NJ, to indicate the state. The second part, known as the body, shall consist of not more than four (4) numbers. The third part, known as the suffix, shall consist of not more than two (2) letters.

   b. The parts shall be separated by a hyphen or an equivalent space equal to a number or letter.

      Examples:

      NJ-1234-AB

      NJ 1234 AB

2. The registration number shall be;

   a. Painted on or permanently attached to each side of the bow (the forward half) of the vessel, read left to right and in such position as to provide maximum visibility.

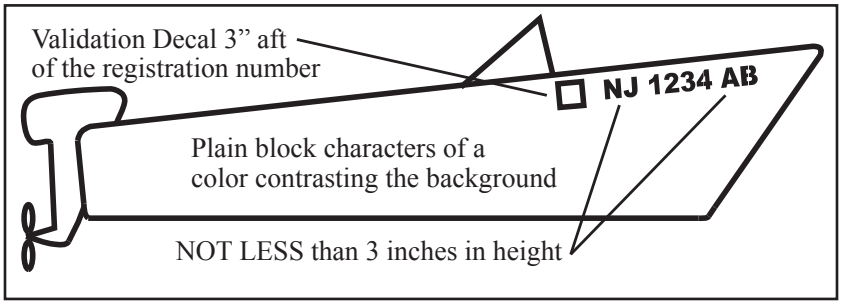
   b. In block characters not less three (3) inches in height.

   c. Of a color which will contrast with the color of the background (*i.e.,* dark numbers on a light background or light numbers on a dark background) and so maintained as to be visible and legible.

3. No other numbers shall be carried on the bow of the vessel.

VALIDATION DECAL

1. The validation decal shall be placed on each side of the vessel, three (3) inches aft of the registration number.
2. When the vessel is sold, it is the responsibility of the seller to remove the decals.
3. Each registered vessel must display valid decals.
4. Expired registration decals must not be visible.



OBTAINING APPLICATIONS

Applications for motorboat registration may be obtained from the Motor Vehicle Commission. For more information, visit their website at: www.state.nj.us/mvc.

CHANGE OF RESIDENCE

Whenever the owner of a vessel registered and numbered with the State of New Jersey changes their address from that shown on their certificate of number, they shall, within seven (7) days, notify the Motor Vehicle Commission in writing of their new address. Record change forms are provided for this purpose and will be mailed upon request. This record change form may also be used to report a change(s) on a non-tidal boat license.

CHAPTER 2
Equipment

MUFFLING DEVICE

Every outboard motor, inboard motor or inboard/outboard motor in use or attached to a vessel operating on the waters of this State shall be equipped with a muffling system as supplied by the manufacturer or installed by the owner. The muffling system shall be maintained in good working order at all times. An exception to this requirement will be allowed for operation during authorized races sanctioned by the United States Coast Guard, New Jersey State Police, or other operation with a race test permit issued by the State Police.

COAST GUARD APPROVED EQUIPMENT

"Coast Guard approved" is equipment which has been approved by the Commandant of the U.S. Coast Guard and has been determined to be in compliance with U.S. Coast Guard specifications and regulations relating to the materials, construction and performance of such equipment. New Jersey state laws conform to these equipment requirements.

FLAME ARRESTERS *(Backfire Flame Control)*

Gasoline engines installed in a motorboat or motor vessel after April 25, 1940, except outboard motors, must have a U.S. Coast Guard approved flame arrester fitted to the carburetor. For exceptions see 46 CFR 25.35.

SOUND SIGNALING APPLIANCES FOR VESSELS LESS THAN 20 METERS (65.6 ft.)

1. A vessel of less than 12 meters (39.4 ft.) in length shall not be obliged to carry a bell, but must be provided with some means of making an efficient sound signal, such as an air horn, athletic whistle, or installed horn, A human voice in not acceptable.

2. A vessel 12 meters (39.4 ft.) or more in length but less than 20 meters (65.6 ft.) must have a sound producing device that can produce an efficient sound signal that is audible for one-half mile and can last 4 to 6 seconds.

PERSONAL FLOTATION DEVICES

No person shall operate or allow any person to operate any vessel in or on the waters of this State unless such vessel has a United States Coast Guard approved wearable personal flotation device (PFD) of the correct size for each person on board. Such PFDs shall be of the type(s) and number(s) required by the United States Coast Guard for a vessel of the class operating on Federal or state navigable waters. This includes all vessels except surfboards, racing shells, rowing sculls and racing kayaks.

Every child 12 years of age or younger on board shall wear a properly fitted United States Coast Guard approved PFD whenever the vessel is underway.

No owner or operator of a recreational vessel less than 26 feet, including rowboats, canoes, kayaks, and stand-up paddleboards shall permit its operation between November 1st and May 1st, unless each person, of any age, on board such vessel is wearing a securely fastened United States Coast Guard-approved wearable personal flotation device of an appropriate size while such vessel is underway. A person inside the cabin of a cabin vessel shall be exempt from this requirement.

Wearable PFDs are categorized by performance Type and/or performance Level.

Type I, II, III, V

Level 50, 70, 100, 150, 275

TYPE I

A Type I PFD has the greatest required buoyancy and is designed to turn most unconscious persons in the water from a face down position to a vertical or slightly backward position. The adult size device provides a minimum buoyancy of 22 pounds and the child size provides a minimum buoyancy of 11 pounds. The Type I is most effective for all waters, especially offshore and ocean cruising, when there is probability of a delayed rescue.

TYPE II

A Type II PFD is any approved wearable device designed to turn its wearer in a vertical or slightly backward position in the water. The turning action is not as profound as with a Type I, and the device will not turn as many persons under the same conditions as the Type I. An adult

size device provides a minimum buoyancy of 15½ pounds, the medium child size provides a minimum of 11 pounds, and the infant and small child sizes provide a minimum buoyancy of 7 pounds.

TYPE III

A Type III PFD is any approved wearable device designed so the wearers can place themselves in a vertical or slightly backward position. While the Type III has the same buoyancy as the Type II PFD, it has little or no turning ability. A Type III PFD comes in a variety of styles, colors and sizes. Many are designed to be particularly useful when water skiing, sailing, hunting, fishing or engaging in other water sports. Several of this type will also provide increased hypothermia protection.

TYPE IV

A Type IV PFD is any approved device designed to be thrown to a person in the water and grasped and held until rescued. It is not designed to be worn. The most common Type IV devices are a buoyant cushion and a ring buoy. All vessels 16 feet in length or greater must carry a Type IV throwable PFD in addition to the required wearable PFDs.

NOTE: Canoes and kayaks are exempt from carrying a Type IV PFD.

TYPE V

A Type V is any special purpose PFD such as a survival or exposure suit.

TYPE V HYBRID

A Type V Hybrid PFD is an inflatable device that provides a minimum of 7½ pounds of buoyancy deflated and 22 pounds of buoyancy when inflated. In order for the device to be acceptable for use on recreational boats, it must be worn when the boat is underway and the user is above on deck. When inflated it turns the wearer similar to the action provided by a Type I, II or III PFD. A Type V Hybrid PFD must be worn in accordance with the information contained in the owner's manuals supplied with each device.



PERFORMANCE LEVEL DEVICES

Level 50 - intended for use by those who are competent swimmers and who are near to bank or shore, or who have help and a means of rescue close at hand.

Level 70 - intended for use by those who have help or a means of rescues close at hand, or who are near bank or shore. These devices have minimal bulk but cannot be expected to keep the user safe for a long period of time in disturbed water.

Level 100 - intended or those who may have to wait for rescues but are likely to do so in sheltered water. The device should not be used in rough water.

Level 150 - intended for general application or for use with foul weather clothing. It will turn an unconscious person into a safe position and requires no subsequent action by the user to maintain this position.

Level 275 - intended primarily for offshore use under extreme conditions.



All PFDs that are presently acceptable on recreational boats fall into one of these designations. All PFDs shall be U.S. Coast Guard approved, in good and serviceable condition and of an appropriate size for the persons who intend to wear them. Wearable PFDs shall be readily accessible and throwable devices shall be immediately available for use.

WEARING OF PFDS BY CHILDREN 12 AND UNDER

In addition to the previously listed requirements, any child 12 years of age or younger must *WEAR* a properly fitted U.S. Coast Guard approved PFD whenever the vessel is underway. If the child is inside a fully enclosed cabin that is a permanent, non-removable part of the vessel that is designed to carry passengers, then the child is not required to wear the PFD.

This law does not apply to the following vessels:

1. Vessels that are owned and operated by the United States or the State of New Jersey or an agency thereof; a county or municipality; a volunteer first aid, rescue or emergency squad, a search and rescue unit established within a fire district created pursuant to or a volunteer fire company when a child is on board as a direct result of being rescued from an emergency situation.
2. Commercial vessels (any vessel longer than 65 feet operated for a purpose that requires a U.S. Coast Guard Operator's or Master's License).
3. Ferries (any vessel longer than 65 feet operating on a short run on a frequent schedule between two points offering a public service of a type normally attributed to a bridge or tunnel).

FIRE EXTINGUISHERS

All fire extinguishers used on vessels must be U.S. Coast Guard approved. Each fire extinguisher is classified by a letter and a roman numeral according to the type of fire it may be expected to extinguish and the size of the extinguisher. The "letter" indicates the TYPE OF FIRE the extinguisher can put out.

A- Fires of ordinary combustible materials.

B- Gasoline, oil and grease fire.

C- Electrical fires.

Extinguishers approved for motorboats are hand-portable, of either B-I or B-II classification.

Coast Guard Classes	U.L. Listing	Foam (gal)	Carbon Dioxide (lbs)	Dry Chemical (lbs)
B-I	5-B	1¼	4	2
B-II	20-B	2½	15	10

Fire extinguishers must be carried on ALL motorboats that have one or more of the following conditions which make the boat of closed construction:

1. Inboard engines,
2. Closed compartments under decks and seats where portable fuel tanks may be stored,
3. Double bottoms not sealed to the hull or which are not completely filled with flotation materials,
4. Closed living spaces,
5. Closed stowage compartments in which combustible or flammable material is stowed, or
6. Permanently installed fuel tanks.

Dry chemical fire extinguishers without gauges or indicating devices must be weighed and tagged every 6 months. If the gross weight of a carbon dioxide (CO2) fire extinguisher is reduced by more than 10% of the net weight, the extinguisher is not acceptable and must be recharged.

Check extinguishers regularly to be sure that gauges are free and nozzle is clear.

The U.S. Coast Guard requires any disposable (non-rechargeable) fire extinguisher to be considered expired 12 years after date of manufacture, and must be removed from service.

MARINE SANITATION DEVICES (MSDs)

A Marine Sanitation Device (MSD) must be certified as "type approved" or meet one of the exceptions provided by regulation.

Boats 65 feet in length and under may use a Type I, II or III MSD. Boats over 65 feet are limited to installing Type II or III MSDs. Coast Guard certified devices are also labeled with the exception of holding tanks which are automatically certified under the regulations if they store only sewage and flush water at ambient air pressure and temperature.

TYPE I MSD- Flow through; effluent USCG certified to 1000 fecal coliform/100 ml, no visible floating solids standards.

TYPE II MSD- Flow through; effluent USCG certified to 200 fecal coliform /100 ml, 150 mg/1 total suspended solids standard.

TYPE III MSD- USCG certified to no-discharge standard.

All MSDs tested and certified by the Coast Guard will carry a label with the name of the manufacturer and the certification number. To obtain information about marine pumpout stations please visit the New Jersey Division of Fish and Wildlife web site at www.njfishandwildlife.com, from there go to "Fishing" and then to "Clean Vessel Act."

VISUAL DISTRESS SIGNALS: THE REGULATIONS

A visual distress signal is any device designed to show that your vessel is in distress and help others locate you. A wide variety of signaling devices, both pyrotechnic and non-pyrotechnic, can be carried to meet the requirements of the regulation. Visual distress signals may only be used in emergency situations.

Regulations require all recreational boats operating on U.S. coastal waters, including the Great Lakes, the territorial seas and those waters directly connected to the Great Lakes and the territorial seas, up to a point where the waters are less than two miles wide, and boats owned in the United States when operating on the high seas to be equipped with visual distress signals.

The exceptions are during daytime (sunrise to sunset) operation for:

1. Recreational boats less than 16 feet in length.
2. Boats participating in organized events such as races, regattas or marine parades.
3. Open sailboats not equipped with propulsion machinery and less than 26 feet in length.
4. Manually propelled boats.

These boats only need to carry night signals when used on these waters at night.

"PYROTECHNIC VISUAL DISTRESS SIGNALING DEVICES" must be Coast Guard approved, in serviceable condition, unexpired and readily accessible. Launchers, produced before January 1, 1981, intended for use with approved signals are not required to be Coast Guard Approved.

USCG approved pyrotechnic Visual Distress Signals and associated devices include:

1. Pyrotechnic red flares, hand held or aerial.

2. Pyrotechnic orange smoke, hand held or floating.
3. Launchers for aerial red meteors or parachute flares.

"NON-PYROTECHNIC VISUAL DISTRESS SIGNALING DEVICES" must carry the manufacturer's certification that they meet Coast Guard requirements. They must be in serviceable condition and stowed to be readily accessible.

This group includes:

1. Orange distress flag.
2. Electric distress light.

No single signaling device is ideal under all conditions and for all purposes. Consideration should be given to carrying several types. For example, an aerial flare can be seen over a long distance on a clear night, but for closer work, a hand-held flare may be more useful.

VISUAL DISTRESS SIGNALS:
HANDLING & STORAGE

Pyrotechnic devices should be stored in a cool, dry location and must be readily accessible in case of an emergency. Care should be taken to prevent puncturing or otherwise damaging their coverings. A watertight container, such as a surplus ammunition box, painted red or orange and prominently marked "DISTRESS SIGNALS" is recommended.

If young children are frequently aboard your boat, careful selection and proper stowage of visual distress signals is important.

Coast Guard approved pyrotechnic devices carry an expiration date. After this date, the device can no longer be counted toward the minimum requirements.

VISUAL DISTRESS SIGNALS:
TYPES

If pyrotechnic devices are selected, a minimum of three must be carried. Any combination can be carried as long as they add up to three signals for day use and three signals for night use. Three day/night signaling devices meet both requirements.

The following is an illustration of the variety and combinations of devices which can be carried in order to meet the requirements:

1. Three hand held red flares (day and night).
2. One electric distress light (night), and three hand held orange smoke distress signals (day).
3. One hand-held red flare and two parachute flares (day and night).
4. One hand-held orange smoke signal, two floating orange smoke signals (day) and one electric distress light (night).





WARNING...

In some states the launchers for meteors and parachute flares may be considered a firearm. Check with your state authorities before acquiring such a launcher. In New Jersey, signal pistols will be considered a weapon when used for any other purpose other than as a distress signal.

All distress signaling devices have both advantages and disadvantages. The most popular, because of cost, are probably the smaller pyrotechnic devices. Pyrotechnics make excellent distress signals, but they can be used only once. Additionally, there is a potential for both injury and property damage if not properly handled. Pyrotechnic devices have a very hot flame and the ash and slag can cause burns and ignite materials that burn easily. Projected devices, such as pistol launched and hand-held parachute flares and meteors, have many of the same characteristics of a firearm and must be handled with the same caution and respect.

THE REGULATION STATES:

"No person in a boat shall display a visual distress signal on water to which this subpart applies under any circumstances except a situation where assistance is needed because of immediate or potential danger to the persons aboard."

MINIMUM REQUIRED EQUIPMENT BY LENGTH OF BOAT

SECTION I. - LESS THAN 16 FEET

BACK-FIRE FLAME ARRESTER - One approved device on each carburetor of all gasoline engines EXCEPT OUTBOARD MOTORS.

NUMBERING - See "Numbering System & Display."

VENTILATION - For boats built after April 25, 1940, and before August 1, 1980 (with engines using gasoline as fuel and other fuels having a flashpoint of 110 degrees F or less) the following is required:

At least two ventilation ducts fitted with cowls or their equivalent for the purpose of properly and efficiently ventilating the bilges of every engine and fuel tank compartment. There shall be at least one exhaust duct installed so as to extend to the lower portion of the bilge and at least one intake duct installed so as to extend to a point at least midway to the bilge, or at least below the level of the carburetor air intake.

For boats which are built after July 31, 1978 but prior to August 1, 1980, the requirement for ventilation of the fuel tank compartment can be omitted if there is no electrical source of ignition in the fuel tank compartment and if the fuel tank vents to the outside of the boat. After August 1, 1980, all boats with gasoline engines must be built with ventilation systems which comply with Coast Guard standards. The operator is required to keep the system in operating condition.

PFD - The appropriate type and/or performance level.

FIRE EXTINGUISHER/PORTABLE - When no fixed fire extinguishing system is installed in machinery space(s), at least one 5-B type approved hand portable fire extinguisher (NOT REQUIRED on the outboard motorboats less than 26 feet in length if the

construction of such motorboats will not permit the entrapment of explosive or flammable gases or vapors). When an approved fixed fire extinguishing system is installed in machinery space(s), no 5-B type fire extinguisher is required.

POLLUTION PREVENTION - See "Water Pollution and The Recreational Boater."

VISUAL DISTRESS SIGNALS - See "Visual Distress Signal Requirements."

SOUND SIGNALING APPLIANCES - See "Sound Signaling Appliances For Vessels Less Than 20 Meters (65.6 ft.)."

SECTION II. - 16 FEET TO LESS THAN 26 FEET

BACK-FIRE FLAME ARRESTER - Same requirements as Section 1.

NUMBERING - See "Numbering System & Display."

VENTILATION - Same requirements as Section 1.

PFD - The appropriate type and or performance level for each person on board and one throwable flotation device.

FIRE EXTINGUISHER/PORTABLE - Same requirements as Section 1.

POLLUTION PREVENTIONS - See "Pollution Prevention Requirements."

VISUAL DISTRESS SIGNALS - See "Visual Distress Signal Requirements."

SOUND SIGNALING APPLIANCES - See "Sound Signaling Appliances for Vessels Less Than 20 Meters (65.6 ft.)."

SECTION III. - 26 FEET TO LESS THAN 40 FEET

BACK-FIRE FLAME ARRESTER - Same requirements as Section 1.

NUMBERING - See "Numbering System & Display."

VENTILATION - Same requirements as Section 1.

PFD - The appropriate type and or performance level for each person on board and one throwable flotation device.

FIRE EXTINGUISHER/PORTABLE - At least two 5-B type approved portable fire extinguishers; or at least one 20-B type approved portable fire extinguisher. When an approved fixed system is installed, one less 5-B type is required.

POLLUTION PREVENTION - See "Pollution Prevention Requirements."

VISUAL DISTRESS SIGNALS - See “Visual Distress Signal Requirements.”

SOUND SIGNALING APPLIANCES - See “Sound Signaling Appliances for Vessels Less Than 20 Meters (65.6 ft.).”

SECTION IV. - 40 FEET TO NO MORE THAN 65 FEET

BACK-FIRE FLAME ARRESTER - Same requirements as Section 1.

NUMBERING - See “Numbering System & Display.”

VENTILATION - Same requirements as Section 1.

PFD - The appropriate type and or performance level for each person on board and one throwable flotation device.

FIRE EXTINGUISHER/PORTABLE - At least three B-I type approved portable fire extinguishers; or at least one B-I type plus one B-II type approved portable fire extinguisher. When an approved fixed system is installed, one less B-I type is required.

POLLUTION PREVENTION - See “Pollution Prevention Requirements.”

VISUAL DISTRESS SIGNALS - See “Visual Distress Signal Requirements.”

SOUND SIGNALING APPLIANCES - See “Sound Signaling Appliances for Vessels Less Than 20 Meters (65.6 ft.).”

NAVIGATION RULES - All vessels 12 meters (39.4 ft.) and over in length are required to have on board a copy of the Navigation Rules, International/Inland, COMDTINST M 16672.2D, while operating on the waters of this State.

METER-FEET CONVERSIONS

.9M	=	35.4 in.	4.5M	=	14.8 ft.	50M	=	164 ft.
.6M	=	23.6 in.	5M	=	16.4 ft.	60M	=	196.8 ft.
.5M	=	19.7 in.	6M	=	19.7 ft.	75M	=	246.1 ft.
1M	=	3.3 ft.	7M	=	23 ft.	100M	=	328.1 ft.
1.5M	=	4.9 ft.	8M	=	26.2 ft.	150M	=	492.1 ft.
2M	=	6.6 ft.	10M	=	32.8 ft.	200M	=	656.2 ft.
2.5M	=	8.2 ft.	12M	=	39.4 ft.	500M	=	1640.4 ft.
3.5M	=	11.5 ft.	20M	=	65.6 ft.	1,000M	=	3,280.8 ft.
4M	=	13.1 ft.	25M	=	82 ft.			

Conversions Rounded to the Nearest Inch

CHAPTER 3
Operator's Responsibilities

FOUND VESSELS

1. Any person finding, recovering or coming into possession of any vessel other than through normal purchase, loan, rental, charter or gift shall notify the New Jersey State Police, Marine Bureau station in their area, in writing, within 24 hours.
2. The notification shall include a description of the vessel and the specific location where it was found or recovered.

BOATING ACCIDENTS/DUTIES IN CASE OF ACCIDENTS

As required by the Navigational Rules International-Inland, if you are involved in a boating accident, you are required to render any assistance necessary to any of the people involved in the accident as long as you can do so without causing any further injuries or damage to any of the people or vessels involved. Also, you shall supply the operator of the other vessel and any people that were injured in the accident with your name and address as well as your vessel information.

If the accident that you are involved in results in property damage in excess of $2,000, injury or the death or disappearance of a person, you and the other operator are required to file a full description of the accident with the New Jersey State Police, Marine Bureau station in the area where the accident occurred. The full description will also include any forms provided to you by the New Jersey State Police.

If you are involved in a boating accident on the waters of the State of New Jersey, which includes up to three (3) nautical miles offshore, in which death or disappearance of a person occurs, you must report the accident without delay to the New Jersey State Police, Marine Law Enforcement station in the area where the accident occurred. All other boating accidents that result in personal injury or property damage in excess of $2,000 must be reported within ten (10) days to the New Jersey State Police, Marine Bureau.

SPEED

1. No person shall operate a power vessel or allow a power vessel to be operated where the speed may cause danger of injury to life or limb or damage to property. The speed of every power vessel shall be regulated to avoid risk of damage, or injury by any means, from the power vessel's wake.

2. All power vessels shall reduce their speed to slow speed when passing:

   a. Any marina, pier, dock or wharf at a distance of 200 feet or less.

   b. Work barges or floats while actually engaged in construction.

   c. Through bridge openings of 400 feet or less.

   d. Through lagoons, canals or confined areas of less than 200 feet in width.

   e. Vessels not under command.

   f. Emergency vessels displaying flashing or rotating lights.

3. "Slow Speed" is defined as speed at which a power vessel moves through the water and is able to maintain minimum headway in relation to vessel or structure being passed.

4. All power vessels in a marked "Slow Speed/No Wake" area shall move only at a no wake speed and not on plane. "No Wake Speed" shall mean speed at which a power vessel moves through the water maintaining minimum headway and producing minimum wake possible.

5. The operator of any vessel is responsible for any damage caused from the wake of the vessel.

OPERATING A VESSEL UNDER THE INFLUENCE OF INTOXICATING LIQUOR, DRUGS OR NARCOTICS

You are not permitted to operate a vessel while under the influence of intoxicating liquor, a narcotic, hallucinogenic or habit-producing drug or with a blood alcohol concentration of 0.08% or more. Furthermore, if you are the owner of a vessel or are in control of a vessel, you cannot

allow someone else who is under the influence of intoxicating liquor, a narcotic, hallucinogenic or habit-producing drug, or who has a blood alcohol concentration of 0.08% or more, to operate the vessel.

If your blood alcohol concentration is 0.08% or higher but less than 0.10%, you will face a fine of not less than $250 nor more than $400. You will also lose the privilege to operate a vessel on the waters of this State for a period of 12 months from the date of conviction along with the forfeiture of your driver's license, which will be forwarded to the Director of the Motor Vehicle Commission, for a period of three (3) months.

If your blood alcohol concentration is 0.10% or higher, or if you operate a vessel while under the influence of a narcotic, hallucinogenic, or habit-producing drug, or you permit another person who is under the influence of an intoxicating liquor, a narcotic, hallucinogenic, or habit-producing drug to operate a vessel, you will be subject to a fine of not less than $300 nor more than $500. You will also lose the privilege to operate a vessel on the waters of this State for a period of one (1) year from the date of conviction along with the forfeiture of your driver's license, which will be forwarded to the Director of the Motor Vehicle Commission, for a period of seven to twelve months.

If you are found guilty of a second offense, you will face a fine of not less than $500 nor more than $1,000 as well as the performance of community service for a period of 30 days and imprisonment for a term not less than 48 hours nor more than 90 days, which shall not be suspended nor served on probation. You will also lose the privilege to operate a vessel on the waters of this State for a period of two (2) years from the date of conviction along with the forfeiture of your driver's license, which will be forwarded to the Director of the Motor Vehicle Commission, for a period of two (2) years.

If you are found guilty of a third or subsequent offense, you will face a fine of $1,000 as well as imprisonment for a term of not less than 180 days except that the court can lower this for each day that community service is performed up to 90 days. You will also lose the privilege to operate a vessel on the waters of this State for a period of ten (10) years from the date of conviction along with the forfeiture of your driver's license, which will be forwarded to the Director of the Motor Vehicle Commission, for a period of ten (10) years.

After conviction of operating under the influence, a person must also complete a boating safety course approved by the Superintendent of State Police, which shall be completed prior to restoration of the privilege to operate a vessel.

In the event that a person convicted under this section is the holder of any out-of-state motor vehicle driver's license, the court shall not collect the license but shall notify the Director of the Motor Vehicle Commission, who shall, in turn, notify appropriate officials in the licensing jurisdiction. The court shall, however, revoke the nonresident's driving privilege to operate a motor vehicle in this State.

A person who operates a power vessel or a vessel which is 12 feet or greater in length on the tidal or non-tidal waters of this State shall be deemed to have given their consent to the taking of samples of their breath for the purpose of making chemical tests to determine the content of alcohol in their blood, except that the taking of samples shall be made in accordance with the provisions of this amendatory and supplementary act and at the request of the New Jersey State Police or a law enforcement officer who has reasonable grounds to believe that the person has been operating a vessel in violation of the provisions of the act.

A judge shall revoke the right of a person to operate a power vessel or a vessel which is 12 feet or greater in length, if after being arrested for a violation of operating under the influence, the person refuses to submit to the chemical test provided for in section 7 of this amendatory and supplementary act when requested to do so. The revocation to operate a vessel shall be for one year, and a motor vehicle for seven to twelve months, unless the refusal was in connection with a second offense, in which case the revocation period shall be for two years for both vessel and vehicle. If the refusal was in connection with a third or subsequent offense, the revocation shall be 10 years for both vessel and vehicle. The court shall also fine a person convicted under this section not less than $250 or more than $500. In addition to any other requirements provided by law, a person convicted under this section shall be required after conviction to complete a boating safety course from a list approved by the Superintendent of State Police prior to the restoration of the privilege to operate a vessel.

RECKLESS OR CARELESS OPERATION FORBIDDEN

No vessel shall be operated in a reckless or careless manner. Reckless or careless operation shall include operating any vessel in a manner which unnecessarily interferes with the free and proper use of any waters, or unnecessarily endangers other craft therein or the life or limb of any person upon any craft or in the water. This also includes, but is not limited to, exceeding manufacturer capacity plate specifications.

In addition to all other penalties, a person convicted of reckless or careless operation shall be required after conviction, to complete an approved boating safety course prior to the restoration of their privilege.

PERSONAL WATERCRAFT

For the purpose of this act, "Personal Watercraft" means a power vessel less than sixteen feet long which:

a. Is designed to be operated from a sitting, standing or kneeling position;

b. Is propelled by a water-jet pump or other machinery; as its primary source of motive power; and

c. Cannot be operated in a manner so as to disengage the pump so as to prevent the vessel from making headway.

In addition to all other requirements of a power vessel, the following laws and regulations apply to the use of a personal watercraft on the waters of this State.

1. A person shall not operate a personal watercraft:

   a. On the waters of this State between sunset and sunrise, or during any time of restricted visibility as determined by a member of the New Jersey State Police Marine Bureau.

   b. Within the confines of the Point Pleasant Canal in the County of Ocean, or the Cape May Canal in the County of Cape May;

   c. Above the minimum headway speed within 100 feet of:

      (1) Buoys or signs that mark the boundaries of a swimming area;

      (2) The shoreline;

      (3) Any person in the water;

(4) Residential dwelling units; or

d. In such a manner as to make the vessel completely leave the water or otherwise become airborne within 100 feet of another vessel.

The operator of a personal watercraft designed to accommodate three or more persons shall be permitted to tow a water skier provided that the personal watercraft has the capacity to allow one of the persons to face the stern of the personal watercraft for the purpose of tending to a ski rider, and that the person tending to the ski rider shall be present during the towing of the ski rider. The personal Watercraft must have adequate seating to accommodate for all persons participating in the act of Waterskiing. (See *Waterskiing* below.)

Any person operating a personal watercraft and any passenger on a personal watercraft shall at all times, when the personal watercraft is in operation, wear a United States Coast Guard Approved Personal Flotation Device.

The operator of any vessel equipped with a lanyard cut-off switch shall wear the safety switch lanyard at all times when the vessel is in operation.

The operator of a personal watercraft shall not allow any person or persons to ride between the operator and the steering controls of the personal watercraft.

WATERSKIING AND WAKE SURFING

1. All operators of power vessels underway and towing ski or aquaplane riders must:

   A. Keep at least 200 ft. from any wharf, marina, dock, pier, bridge, structure, abutment, persons in the water, any other craft, shore, aid to navigation or mooring

2. Have a competent observer on board (wide angle mirror not accepted), and shall have adequate space on the vessel for the waterskiing participant.

3. Towlines shall not be less than 35 ft. nor more than 85 ft. in length.

4. Waterskiing, wake surfing, aquaplaning or towing of skiers or aquaplanes will be permitted only from sunrise to sunset.

5. All skiers shall wear a United States Coast Guard Approved Personal Flotation Device.
6. The term “waterskiing” means anything with a rider, being towed by a power vessel by means of a tow rope, tow line or training boom, except another vessel being towed. "Wake surfing" means a person being temporarily towed by a power vessel by means of a tow rope or tow line and releasing the tow line after using the vessel's wake as means of forward propulsion.
7. All ski boats shall display a signal pennant which shall be orange in color and triangular in shape and not less than 12 inches in any dimension.
8. The pennant shall be displayed at least four feet above the highest structure on the boat during each of the following activities;
   A. While pulling or retrieving a skier
   B. While a skier is in the water; or
   C. While a tow line is in the water.
9. A person shall not display the pennant at any other time other than while conducting any of the activities described above in #8.

SKIN DIVING

1. Any person while diving shall mark their position with a buoyed flag approved by the Boat Regulation Commission.
   a. The flag shall be displayed so it is visible all around the horizon; from a buoy, float, boat or other floating object.
   b. The flag shall be a minimum of fourteen (14) inches by sixteen (16) inches, shall be rigid to enhance visibility and shall be a red background with a white diagonal stripe running from one corner to the other.
2. No person may operate a vessel within 50 feet of a buoyed flag.
3. No person shall display a flag at times other than when diving is in progress.
4. No person may swim or dive in a narrow, confined or improved channel or in a marked fairway, under a bridge or impede, obstruct or interfere with passage of watercraft therein.
5. No diver shall surface more than 25 feet from their buoyed flag except in an emergency.

WATERCRAFT NOISE CONTROL

1. No person shall operate or give permission for the operation of any vessel or watercraft capable of emitting noise totaling in excess of 90 dba in or upon waters of this State,
2. The Noise Emission Test shall be made with a sound level meter at a distance of not less than 4 feet above the water at a point where the transom, gunwale and port or starboard gunwale intersects.
3. Vessel being tested shall operate its engine, or in the case of multiple engines, all engines shall operate together at the lowest throttle settings in neutral gear.
4. Personal watercraft, jet boats and vessels with no neutral gear shall operate at lowest throttle setting with minimum or no headway motion.
5. Any person who fails to comply with directive to submit to a noise emissions test as described above shall be subject to prosecution and shall be ordered to immediately return the vessel to its mooring and cease operations.
6. The noise limitation provisions shall not apply to vessels registered and actually participating in racing events or test periods for such events authorized by the New Jersey State Police, Marine Bureau.

RACING

1. The operator/owner of an unregistered racing vessel, wishing to test run the vessel in preparation for competition in an authorized race within the State of New Jersey, must first obtain a race test permit by applying at the nearest New Jersey State Police, Marine Bureau station.
2. No vessel shall move across or around the course of an authorized race or regatta so as to create a water condition which shall unnecessarily endanger the life, limb or craft of those competing in the race or regatta.

RACE TEST PERMITS

1. Before any race boat is tested, the operator shall secure a race test permit from the New Jersey State Police, Marine Bureau station in that area.

2. Before the permit is issued, the applicant shall give to the Marine Bureau station a statement which shall include the following:
    a. Name and address of the operator;
    b. Type and description of the boat;
    c. The name and address of the boat owner;
    d. The date and location of the next race in which the operator will compete;
    e. Any other information deemed necessary by the Marine Bureau Station Commander or his representative.
3. From May 15 through October 1, there shall be no race tests permitted on any Saturday, Sunday or holiday.
4. All race tests shall be limited to a total test period of twenty (20) minutes on the water.
5. No operator shall be permitted more than five race tests in any seven day period.
6. No boat shall be tested more than five times in any seven day period.
7. The provisions of paragraphs 3, 5 and 6 of this subsection shall not apply on a body of water in the three day period immediately preceding a race on that body of water. Testing on days of sanctioned racing may be subject to such restrictions as may be imposed by the United States Coast Guard or the New Jersey State Police, Marine Bureau.
8. The Station Commander or his designee of the nearest New Jersey State Police Marine Bureau Station, is authorized to deny or cancel any permit for the reasons of boat traffic, poor weather, confined area or other valid reason.

LOADING YOUR BOAT

There are several things that should be remembered when loading a boat: distribute the load evenly; don't stand up in a small boat; don't overload; and consult the "U.S. Coast Guard Capacity Information Plate."

WATER POLLUTION & THE RECREATIONAL BOATER

The Federal Refuse Act of 1899 prohibits the throwing, discharging or disposing of any refuse matter of any kind (including trash, garbage, oil and other liquid pollutants) into the waters of the United States to the distance of three miles from the coastline. The Federal Water Pollution Control Act, as amended, prohibits the discharge of oil or hazardous substances in quantities which may be harmful into U.S. navigable waters, the contiguous zone and waters within 200 miles. Federal regulations issued under the Federal Water Pollution Control Act, as amended, require that:

No person shall put or place into, turn into or place where it can run, flow, wash or be emptied into or where it can find its way into any fresh or tidal waters, within the jurisdiction of this state, any petroleum products, debris, hazardous, deleterious, destructive or poisonous substance of any kind.

Vessels 26 feet in length and over must have posted a placard at least 5 by 8 inches, made of durable material, fixed in a conspicuous place in the machinery spaces, or at the bilge and ballast pump control station, stating the following:

DISCHARGE OF OIL PROHIBITED

The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into or upon the navigable waters of the United States or the waters of the contiguous zone if such discharge causes a film or sheen upon, or discoloration of, the surface of the water, or causes a sludge or emulsion beneath the surface of the water. (See 33 CFR 155.440)

ELECTRICAL SHOCK

When launching or retrieving a vessel from trailer (especially sailboats with tall masts) look for overhead wires that could cause a shocking hazard to person(s) handling the vessel.

CHAPTER 4
For Your Protection

SECURITY AFLOAT

Theft is often committed by relatively unskilled amateurs who strike where they have an easy opportunity. You can defend against this type of crime by becoming security conscious and by practicing the common sense prevention measures recommended.

MARK IT:
The property marking program known as OPERATION IDENTIFICATION is one of the basics in preventing crime. Engrave the letters NJ DL which means New Jersey Drivers License, followed by your drivers license number onto all of your valuable equipment. This number will be solid evidence of possession of stolen property, and will greatly aid the police as this number can be checked.

RECORD IT:
Make a complete inventory of your marine equipment, boat and trailer. List all electronic gear, binoculars, outboard motors, etc. by brand, model and serial number. If your boat was built since 1972, it has a hull number, which also should be recorded. If you have a trailer note the license number.

Keep this inventory at home and keep a copy hidden on your boat for quick reference in case you find something missing. Photograph your boat from several different angles and keep the prints at home, along with a copy of your boat registration.

STORE IT SAFELY:
Outboard motors, especially the larger one may be impractical to remove. You can make them somewhat more secure, however, by adding an outboard lock. While these devices can be pried off, the time and noise will make it more trouble than it's worth for many thieves.

Boats on trailers are easy crime targets if thieves can just hitch up and drive away. Here are several ways that you can help prevent that:

- If possible, store the boat and trailer in a locked garage, secured boat-storage facility, or mini-storage stall.

- Keep the boat well inside your yard, preferably out of sight.
- If possible, turn the trailer around so that it noses **in** instead of **out**.
- In a carport or driveway, park a vehicle in front of the trailer, blocking easy removal.
- For any type of outside storage, remove at least one wheel from the trailer.
- Use a high security chain and quality lock to secure the boat and trailer to a fixed object, such as a tree or post
- No matter how you store your trailer, get a trailer hitch lock.

MAIN HATCH:
Marine dealers carry special exterior hatch locks. Hinges and hatches are another weak point. You may be able to add or substitute hinges for improved security.

FORWARD HATCH:
Special interior hatch fasteners, or even a padlock can be added.

When buying and installing any type of security equipment, use high quality locks and equipment. Substitute long screws for short screws whenever possible.

REMEMBER: A lock is not a lock unless you lock it.

Any time you are away from your boat, close the drapes if you have them so people can not "window shop."

Get to know your boating neighbors and their families. Agree to keep an eye out for each other's property.

LIVE ABOARDS:
Live aboards are obviously very helpful in spotting suspicious activities.

LIGHTING:
Adequate lighting is essential for observation at night. If lighting at your moorage isn't good, suggest that management improve it.

BACK IN:
Your neighbors can keep a better eye on your boat if it's possible for you to back the boat into your slip. This also makes it more risky for potential thieves who arrive by water.

GATE SECURITY SYSTEM:
A good theft deterrent at moorage is a gate security system. The security it provides outweighs the minor inconvenience. Gate security depends on the boaters closing the gate behind them and not opening the gate for unauthorized people.

REPORT STOLEN BOATS AND EQUIPMENT

If your boat or equipment is stolen, report it immediately to the nearest police department. Use your inventory records to give them specific, complete information on what was taken. Patrols may come in contact with the thief on the water with your equipment, but if you failed to report the theft, the thief may get away with your equipment.

BARGAIN DEALS

Be wary of anyone offering you marine equipment at a price which is far below the fair market value, as it may be stolen. If you are offered one of these good deals, report it to the nearest police department. They may be able to check on the equipment to determine if it is stolen.

MARINE RADIO INFORMATION

Boaters seeking information or emergency assistance should contact the United States Coast Guard or the New Jersey State Police Marine Services Bureau via:

Channel 16, VHF Marine Band, Emergency Channel

*Cell phones can also be very useful, however, other boaters in the area will not be able to hear your call for help. Keep in mind that you will lose reception quickly when on the water. Call 9-1-1, the U.S. Coast Guard, or one of the Marine Bureau Stations from the phone list on the back cover of the book.

NEW JERSEY STATE POLICE MARINE SERVICES BUREAU FLOAT PLAN

Complete the Float Plan on the following page before going boating and leave it with a reliable person who can be depended upon to notify the New Jersey State Police Marine Bureau Station in your area should you not return as scheduled. Do not file this plan with the New Jersey State Police Marine Services Bureau.

NEW JERSEY STATE POLICE
MARINE BUREAU FLOAT PLAN

Name of person reporting overdue _____

Address of person reporting _____

Phone Number _____ Cell Phone Number _____

Registration Number _____ Length _____

Make _____ Type _____

Hull Color _____ Deck Color _____

Distinguishing Features _____

Name of Operator _____ Age _____

Address _____

Phone Number _____ Cell Phone Number _____

Medical Concerns _____ Operator's Experience _____

Name, age, address and phone number of other persons onboard _____

_____

_____

Radio, ❑ Yes No ❑ Transmitter, ❑ Yes No ❑

Frequencies _____

Departed From _____ Time _____

Trip Activity (intentions) _____

En route to
Estimated time of arrival _____

Equipment on Board, PFD's, Flares, Anchor _____

_____

Auto Color, Make, Year & where parked _____

License # _____

EQUIPMENT CHECKLIST

- ❑ Valid registration
- ❑ Registration number properly displayed
- ❑ Validation decals properly displayed
- ❑ Required lights
- ❑ Flame arrester properly installed (where required)
- ❑ Personal flotation devices (*wearable*)
- ❑ Personal flotation device (*throwable*)
- ❑ Horn or whistle
- ❑ Bell (where required)
- ❑ Adequate bilge ventilation
- ❑ Approved unexpired visual distress signals
- ❑ Approved fire extinguishers
- ❑ Operator's license endorsement (*non-tidal water only*)
- ❑ Float plan
- ❑ Boating Safety Certificate (*when required*)
- ❑ Food/water
- ❑ Warm/dry clothes
- ❑ Engine cut-off switch (where required)
- ❑ _____

Be a Clean and Green New Jersey Boater

New Jersey's coastline and waterways are home to plants, fish, wildlife and people. Recreational boating opportunities abound on our thousands of miles of rivers, lakes, bays and ocean. Help protect water resources by being a green boater.

· Use pump-out boats and facilities instead of discharging wastewater holding tanks into open water.
NJ Pump-out Program –
www.nj.gov/dep/fgw/artcva.htm

· Avoid giving invasive aquatic plants and animals a boat ride - clean boats and equipment thoroughly when transferring from one body of water to another.
Aquatic Invasive Species –
www.njfishandwildlife.com/aquatic_invasives.htm

· Keep trash in secure containers and recycle monofilament fishing lines. Properly maintain boat and vehicle engines.
Clean Marina Program –
www.nj.gov/dep/njcleanmarina

· Stay out of restricted wildlife areas. Do not harass nesting birds and other wildlife.
Beach nesting birds –
www.state.nj.us/dep/fgw/ensp/beachnester_info.htm

· Maintain 100' distance from natural shorelines and bay islands and use marked navigational channels for travel.

· Minimize wakes in shallow areas to reduce erosion and harm to aquatic life

For more information on Green boating practices for the Barnegate Bay visit –
www.barnegatebay.nj.gov

LATERAL AIDS TO NAVIGATION

Lateral aids to navigation generally indicate which side of an aid to navigation a vessel should pass when channels are entered from seaward. In the absence of a route leading from seaward, the conventional direction of buoyage generally follows a clockwise direction around land masses. The most important characteristic of an aid is the color. The "3R" rule "Red - Right - Returning," is the essential rule of thumb for using the lateral system. This means that when entering one body of water from a larger body of water (*i.e.*, returning to a harbor from a bay or sound), keep the red aids to starboard (right) side and green aids to port (left) side. In addition, each aid is numbered, and these numbers increase as entering from seaward.

PREFERRED CHANNEL MARKS (Lateral)

Preferred channel marks are found at junctions of navigable channels and often mark wrecks or obstructions. A vessel may normally pass this aid on either side, but the top color band indicates the preferred channel. If the top band of the aid is red, it is treated as a red mark and kept to starboard as the vessel passes it while returning from sea. Caution: it may not always be possible to pass on either side of preferred channel aids to navigation. The appropriate nautical chart should always be consulted.

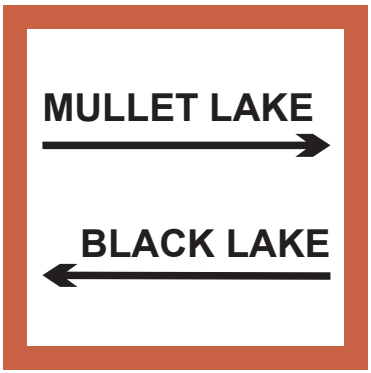
ISOLATED DANGER AIDS (No Lateral Significance)

These aids indicate an isolated danger which may be passed on all sides. They are erected on or moored on or near dangers. They should not be approached closely without special caution.

SAFE WATER MARKERS (No Lateral Significance)

These aids are used to mark fairways, mid-channels, and offshore approach points, and have unobstructed water on all sides. They can also be used by the vessel operator transiting offshore waters to identify the proximity of intended landfall. Lighted/unlighted buoy may show a red top mark (sphere)

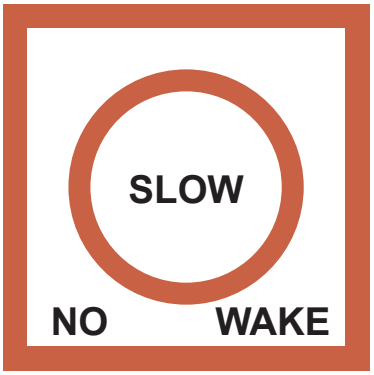
INFORMATION & REGULATORY MARKERS



FOR DISPLAYING INFORMATION
(directions, distances, locations, etc.)



DIAMOND SHAPE
WARNS OF DANGER



CIRCLE MARKS AREA
CONTROLLED "AS INDICATED"



DIAMOND SHAPE WITH CROSS
MEANS "BOATS KEEP OUT"

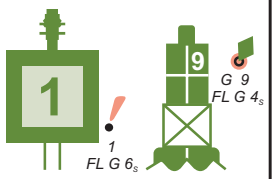
U.S. AIDS TO NAVIGATION SYSTEM

LATERAL SYSTEM *(As seen entering from Seaward)*

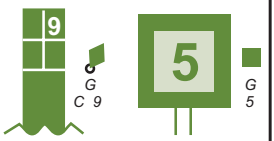
PORT SIDE ODD NUMBERED AIDS

GREEN LIGHT ONLY

FLASHING (2)
FLASHING
OCCULTING
QUICK FLASHING
ISO



LIGHT — LIGHTED BUOY

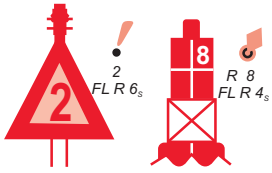


CAN — DAY BEACON

STARBOARD SIDE EVEN NUMBERED AIDS

RED LIGHT ONLY

FLASHING (2)
FLASHING
OCCULTING
QUICK FLASHING
ISO



LIGHT — LIGHTED BUOY

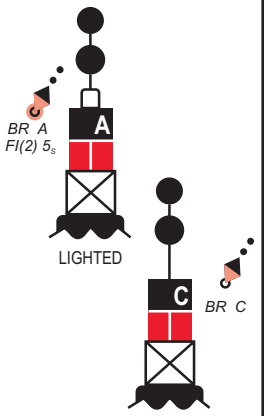


NUN — DAY BEACON

ISOLATED DANGER AIDS

WHITE LIGHT ONLY

Fl (2) 5S



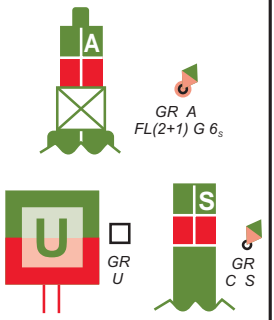
LIGHTED — UNLIGHTED

PREFERRED CHANNEL NO NUMBERS MAY BE LETTERED

PREFERRED CHANNEL
TO STARBOARD
TOPMOST BAND GREEN

GREEN LIGHT ONLY

COMPOSITE GROUP FLASHING (2-1)



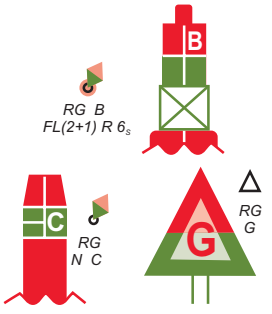
DAY BEACON — CAN

PREFERRED CHANNEL NO NUMBERS MAY BE LETTERED

PREFERRED CHANNEL
TO PORT
TOPMOST BAND RED

RED LIGHT ONLY

COMPOSITE GROUP FLASHING (2-1)

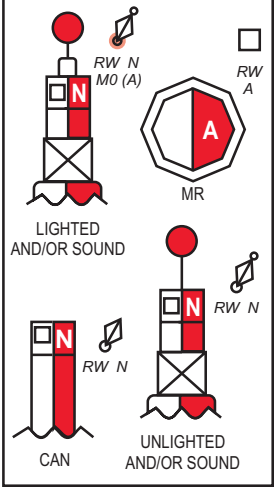


NUN — DAY BEACON

SAFE WATER MARKERS

WHITE LIGHT ONLY

Mo (A) — MORSE CODE



LIGHTED AND/OR SOUND

NEW JERSEY STATE POLICE
MARINE BUREAU STATIONS

To best serve the public, the New Jersey State Police Marine Services Bureau has operational stations located strategically throughout the state in or near heavy boating areas as follows:

New Jersey State Police Headquarters
P.O. Box 7068
West Trenton, NJ 08628-0068, (609) 882-2000
Attn.: Marine Services Bureau

Atlantic City Station
1200 North Rhode Island Avenue
Atlantic City, NJ 08401, (609) 441-3586

Bivalve Station
2669 Ogden Avenue
Port Norris, NJ 08349, (609) 441-3586

Burlington Station
601 East Pearl Street
Burlington City, NJ 08016
(609) 441-3586

Lake Hopatcong Station
P.O. Box 341, Espanong Road
Lake Hopatcong, NJ 07849
(973) 663-3400

Atlantic Highlands Station
2 Simon Lake Drive
Atlantic Highlands, NJ 07716
(973) 663-3400

Carteret Station
135 Middlesex Ave.
Carteret, NJ 07008, (973) 663-3400

North Wildwood Station
Chestnut and Central Avenues
North Wildwood, NJ 08260, (609) 441-3586

Ocean Station
2 Point Drive
Waretown, NJ 08758, (732) 899-5050

Point Pleasant Station
2001 Loveland Place
Point Pleasant, NJ 08742, (732) 899-5050

Jersey City Station
Liberty State Park- Audrey Zapp Drive
Jersey City, NJ 07305
(973) 663-3400



**IN CASE OF EMERGENCY,
DIAL 9-1-1
and/or
contact VHF CH. 16**