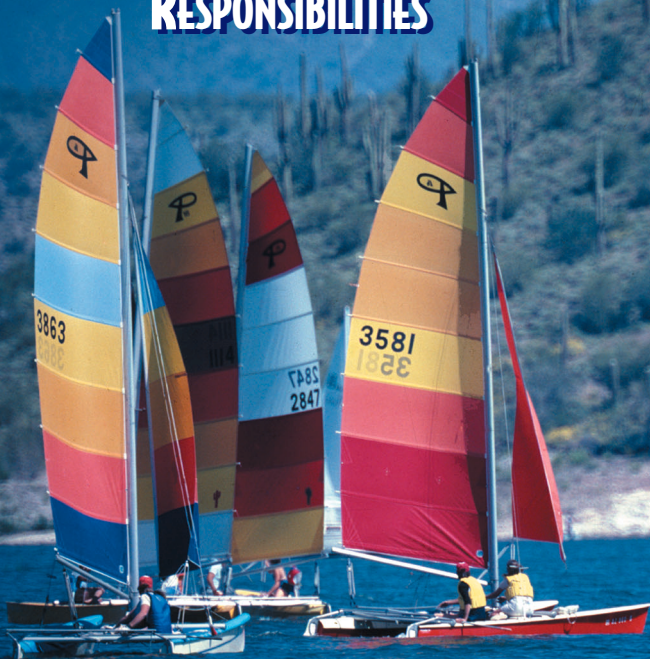


the **BOATER'S GUIDE**

OF

ARIZONA

A HANDBOOK OF BOATING LAWS AND RESPONSIBILITIES



2003 Edition

Arizona Game and Fish Department

azgfd.com

Dear Arizona Boater:

Welcome to Arizona's beautiful waterways. We in Arizona are fortunate enough to have some of the most breathtaking, expansive lakes and rivers in the country for recreational enjoyment.

The past few years have seen a steady increase in both the numbers and diverse types of watercraft on our state's waterways, making the responsibilities of boating enforcement and education increasingly important and complex.

We at the Arizona Game and Fish Department are committed to providing you with an enjoyable boating experience. We've produced this guide to provide all boaters and water enthusiasts with a positive experience while on using one of Arizona's most valuable resources, our waterways. In addition to courtesy and defensive boating, this information is designed to aid you by highlighting Arizona's boating laws for our state's liquid assets. We also encourage you to take a complete course on boating safety, available from our certified instructors throughout the state. For information, call [602-789-3235](tel:602-789-3235) or visit our Web site: azgfd.com.

Have a wonderful boating season and obey the laws. Remember, "it only takes one" – one time not wearing a PFD (or life jacket), one drink could put you over the limit or one second of reckless operation.

Duane L. Shroufe
Director

Mission Statement:

To conserve, enhance, and restore Arizona's diverse wildlife resources and habitats through aggressive protection and management programs, and to provide wildlife resources and safe watercraft and off-highway vehicle recreation for the enjoyment, appreciation, and use by present and future generations.



OF

ARIZONA

A HANDBOOK OF
BOATING LAWS AND
RESPONSIBILITIES

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This booklet is an overview of Arizona boating laws. It is not a substitute for the vast amount of information provided in a formal Boating Education Class. Remember, taking a Boating Education Class can heighten your enjoyment of safe boating in Arizona and may save you money on boat insurance. These classes may also save a life - maybe yours or that of a family member. Classes are available through the Arizona Game and Fish Department, the U.S. Coast Guard Auxiliary or the U.S. Power Squadron. For more information, visit our Web site - azgfd.com - or call us at [602-789-3235](tel:602-789-3235).

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New boating laws...

- ◆ Call the Arizona Game and Fish Department:
602-942-3000
- ◆ Visit the Game and Fish Department web site at: **azgfd.com**



Information in this booklet does not replace what is specifically legal for boating in Arizona, which is found in the Arizona Revised Statutes, Arizona Game and Fish Commission Rules, and Federal Laws.

Before Going Out on Your Vessel

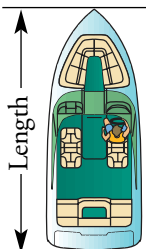
Boating BASICS

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

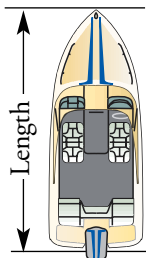
Vessel Length Classes

- ◆ A vessel's length class dictates the equipment necessary to comply with federal and state laws.
- ◆ Vessels are divided into four length classes:
 - Less than 16 feet
 - 16 feet to less than 26 feet
 - 26 feet to less than 40 feet
 - 40 feet to less than 65 feet
- ◆ Length is measured from the tip of the bow in a straight line to the stern. This does not include outboard motors, brackets, rudders, bow attachments, or swim platforms and ladders that are not a molded part of the hull.

Inboards



Outboards



Vessel Capacity

MAXIMUM CAPACITIES
7 PERSONS OR 1050 LBS. 1400 LBS. PERSONS, MOTORS, GEAR 130 H. P. MOTOR
THIS BOAT COMPLIES WITH U.S. COAST GUARD SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION ABC BOATS XYZ MANUFACTURING, INC. ANYWHERE, USA 99999

◆ Always check the capacity plate; usually found near the operator's position or on the vessel's transom. This plate indicates the maximum weight capacity and maximum number of people that the vessel can safely carry.

- ◆ Personal watercrafts (PWCs) do not have a capacity plate. Always follow the recommended capacity in the owner's manual and on the manufacturer's warning decal.

On vessels with no capacity plate, two simple formulas can provide a guide. Multiply length (in feet) by width (in feet) and divide the results by 15. This will give you the maximum number of people at an average weight of 150 lbs. the boat will safely accommodate under calm water conditions. This information can be found on the U.S. Coast Guard Office of Boating Safety web site: uscgboating.org.

$$\frac{L \times W}{15}$$

Fueling a Vessel

Safe fueling procedures include:

- ◆ Check the entire fuel system for leaks. Tighten connections frequently, as engine vibration can loosen them.
- ◆ Turn off all engines and electrical equipment; shut off all fuel valves; and close all windows, doors and openings.
- ◆ Try to fuel in daylight. If light is required, use a flashlight or a light that is spark-proof.
- ◆ Never smoke, strike a match or use a cell phone while fueling.
- ◆ When filling a tank or gas can, follow these guidelines:
 - Remove portable tanks from the vessel.
 - Touch the fuel pipe or tank with the spout to prevent buildup of static electricity.
 - Never fill a tank to the brim. Leave room for gas to expand. After fueling, put the fill cap on tightly to prevent vapors from escaping.
 - Immediately wipe up any spilled gas. Air out the rag after using it. Never throw it in the vessel or the water.
 - Store gas onboard in a safety-approved storage tank, away from the engine in an area of good ventilation.

The most important safe fueling practice...

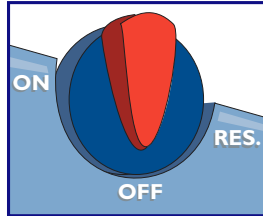
If your vessel is equipped with a power ventilation system, turn it on for at least 4 minutes after fueling and prior to starting your engine. This will remove gas vapors.

- ◆ Some additional safety procedures for PWCs are:
 - Avoid spills when fueling in or near the water.
 - After fueling, open the door of the engine compartment and sniff to check for any evidence of gas fumes. Do this before starting the engine. If you smell gas fumes, find the source and make repairs immediately.
 - Do not tip the PWC to “fill all the way up.” The tank provides for fuel expansion; if tank is over-filled, gasoline may expand and spill into the water.

Fuel Selector Switch on a PWC

To help avoid becoming stranded without fuel:

- ◆ Use the “Off” position when PWC’s engine is turned off.
- ◆ Use the “On” position while you are underway.
- ◆ Use the “Reserve” position if you run out of fuel while underway. This will allow you to return to shore. Don’t forget to switch back to “On” after refueling.



Preventing Theft

To defend against theft of your vessel, motor and equipment:

- ◆ Store your vessel so that it is not easily accessed.
 - Store your vessel and trailer in a locked garage/storage.
 - Park another vehicle in front of the trailer. Chain or lock the trailer to a fixed object in a well-lighted area.
 - Secure the vessel and trailer to a secure object with a good quality chain and lock. If moored, secure the vessel to the dock with a steel cable and lock.
 - Remove trailer wheel if parked for an extended time.
 - Purchase a quality trailer hitch lock and use it.

- ◆ Chain and lock the motor and fuel tanks to the vessel.
- ◆ Mark or engrave all equipment with an identifier such as your driver’s license number, including state abbreviation.
- ◆ Photograph or videotape the interior and exterior of your vessel showing all installed equipment and additional gear and equipment.
- ◆ Register your vessel. Make a complete inventory of your equipment, vessel and trailer.
- ◆ Remove expensive electronics or other valuables if the vessel is left unattended.
- ◆ Cover your vessel and always remove the keys.

Filing a Float Plan

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

- ◆ Describe the vessel – its number, size, make, capacity, horsepower and type of engine.
- ◆ List where you are going, the route and your expected return time.
- ◆ Give the number of passengers, their names, addresses and a contact in case of an emergency.
- ◆ Include the description and license plate of the tow vehicle, trailer and where it will be located.
- ◆ Notify the person who has your float plan when you return or if you decide to extend your time on the water.

Pre-Departure Checklist

Performing this pre-departure check will help insure a positive experience on our waterways.

- ✓ Leave your float plan with a responsible person.
- ✓ Make sure that the steering and throttle controls operate properly and all lights are working properly.
- ✓ Check for any fuel leaks from the tank, fuel lines, and carburetor.
- ✓ Check fuel lines replace immediately if they are hard and brittle, cracked, soft and mushy or swollen with marine grade fuel lines. Never use automobile parts on a watercraft.
- ✓ Check the engine compartment for oil leaks.
- ✓ Check hose and connections for leaks or cracks. Make sure hose clamps are tight.
- ✓ Drain all water from the engine compartment and be sure the bilge plug is replaced and secure.
- ✓ Check to be sure the fire extinguishers are fully charged.
- ✓ Make sure the stop button works on a PWC.
- ✓ Make sure the ignition safety switch and wrist lanyard are in working order.
- ✓ Make sure you have the required number of personal flotation devices (life jackets) and that they are in good condition.

Trailer

Trailer is a part of most boating experiences in Arizona.

- ◆ Check the owner's manual of the tow vehicle to make sure that vehicle is rated to tow the combined weight of it and your vessel.
- ◆ Hitches are rated for their weight carrying capacity. Check to see that you have the one that meets your needs.

- ◆ The coupler size must match the size of the ball hitch. Never use a ball hitch that is too small. The size rating will be stamped on the ball and on the coupler.
- ◆ Make sure the trailer has adequate rollers or wooden bunks to support the watercraft.
- ◆ Tongue weight is the weight the loaded trailer places on the towing hitch. The tongue weight should be 7-10% of the combined weight of the vessel, it's contents and the trailer. Too much tongue weight will cause "tail dragging" and too little tongue weight will cause the trailer to "fish-tail" or sway. Adjusting the load may correct the problem.
- ◆ Inspect the hitch and safety chains. Crisscross the safety chains when attaching them to the tow vehicle. This will keep the trailer under control if it becomes disconnected.
- ◆ Secure the vessel with tie-down straps to prevent it from shifting on the trailer. Never trust the bow winch alone to hold your vessel.
- ◆ Inspect the tires, winch line, electrical connections, lights and tie-downs.
- ◆ Grease the bearing in the hubs of the axles of the trailer to prevent bearings from seizing.
- ◆ Make sure you have a spare trailer tire, a lug wrench to fit the tire and a jack that will fit under the trailer. Note: not all tow vehicle jacks will fit under a trailer.
- ◆ Test your brakes before getting on the highway, and allow extra time and distance for turning, passing or stopping.
- ◆ After 5 or 10 miles of travel at highway speed, stop for a walk-around inspection and check the vehicle and trailer. Check tires, lights, coupler, etc., and feel the trailer hubs. Excessively hot hubs may indicate a problem. On extended trips make periodical stops to do a walk-around inspection.

Safe navigation on Arizona waterways is everyone's responsibility. Every operator is responsible for knowing and following the relevant navigation rules. You are legally obligated to know the rules and to apply them to avoid collisions.

Encountering Other Vessels

There are some rules that every operator should follow when encountering other vessels. It is the responsibility of both operators to take action to avoid a collision. The next page shows what to do when you encounter another vessel.

To prevent collisions, every operator should follow the three basic rules of navigation:

- ◆ Practice good seamanship.
- ◆ Keep a sharp lookout.
- ◆ Maintain a safe speed and distance.

Encountering Vessels With Limited Maneuverability

- ◆ If operating a power-driven vessel, you must give way to:
 - Any vessel not under command, such as an anchored or disabled vessel.
 - Any vessel restricted in its ability to maneuver, such as a vessel towing, laying cable or a vessel constrained by its draft such as a large ship in a channel.
 - A vessel engaged in commercial fishing.
 - A sailboat under sail unless it is overtaking.
- ◆ If operating a vessel under sail, you must give way to:
 - Any vessel not under command.
 - Any vessel restricted in its ability to maneuver.
 - A vessel engaged in commercial fishing.

Navigation Rules

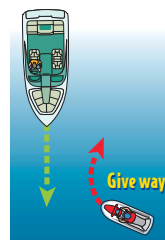
Two terms help explain these rules:

Stand-on boat is the vessel that should maintain its course and speed.

Give-way boat is the vessel that must take early and substantial action to avoid collision by stopping, slowing down or changing course.



Power vs. Power



Power vs. Power



Power vs. Power

Meeting Head-On

Power vs. Power: Neither vessel is the stand-on boat. Both vessels should keep to the starboard (right).

Power vs. Sail: The powerboat is the give-way boat. The sailboat is the stand-on boat.

Crossing Situations

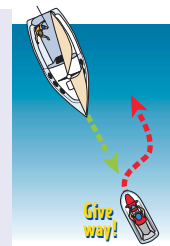
Power vs. Power: The vessel on the port (left) is the give-way boat. The vessel on the starboard (right) is the stand-on boat.

Power vs. Sail: The powerboat is the give-way boat. The sailboat is the stand-on boat.

Overtaking

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

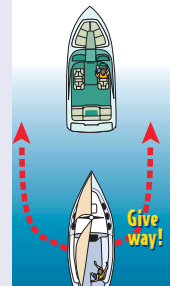
Power vs. Sail: The vessel that is overtaking another vessel is the give-way boat. The vessel being overtaken is the stand-on boat.



Power vs. Sail



Power vs. Sail



Power vs. Sail

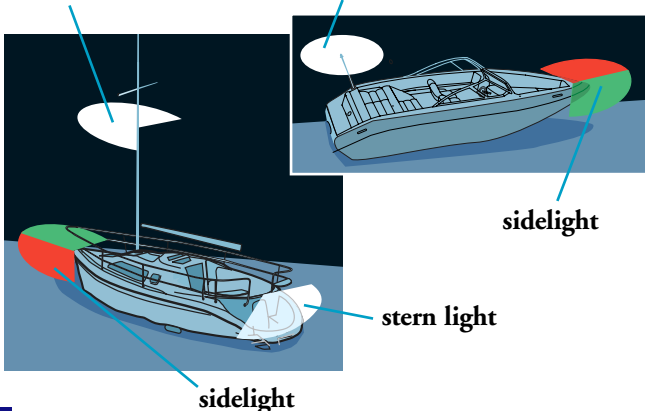
Night Time Navigation

You should always be on the lookout for the lights of other vessels when boating at night. Several types of lights serve as navigational aids at night. They are:

- ◆ **Sidelights** These red and green lights are called sidelights (or combination lights) because they are visible to another vessel approaching from the side or head-on. The red light indicates a vessel's port (left) side; the green indicates a vessel's starboard (right) side.
- ◆ **Sternlight** A white light seen from behind the vessel.
- ◆ **Masthead Light** A white light that shines forward and is required on all powerboats. On a sailboat it is located a third of the way up the mast and when extinguished it identifies the sailboat is under sail.
- ◆ **All-Round White Light** On powerboats less than 39.4 feet in length, this light may be used to combine a masthead and sternlight into a single white light able to be seen by other boats from any direction. When the sidelights are extinguished, this light serves as an anchor light.

masthead light

all-round white light



sidelight

stern light

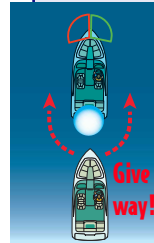
sidelight

Encountering Vessels at Night

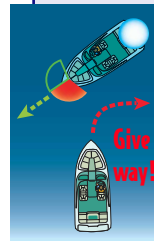
When you see a white and a green light, you are the stand-on boat. However, remain alert in case the other vessel operator does not see you or does not know the navigational rules.



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



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



Encountering a Sailboat at Night

When you see **only a green or only a red light** you are approaching a sailboat under sail and you must give-way.



U.S. Aids to Navigation System (ATON)

Buoys and markers are the “traffic signals” that guide vessel operators safely along some waterways. They also identify dangerous or controlled areas and give directions and information. As a vessel operator, you will need to know the lateral navigation markers and non-lateral markers of the U.S. Aids to Navigation System.

Lateral Markers

These navigation aids are used to mark the edges of safe water areas; for example, to direct travel within a channel. They use a combination of colors and numbers which are applied to buoys or permanently placed markers.



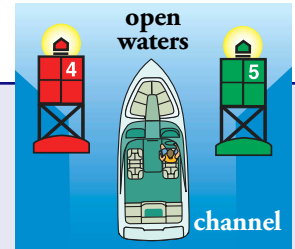
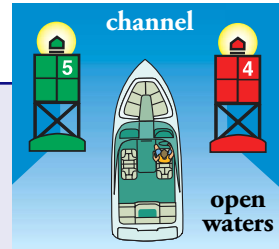
Red colors, red lights and even numbers indicate the right side of the channel as a boater enters from the open sea or heads upstream.



Green colors, green lights and odd numbers indicate the left side of the channel as a boater proceeds from the open sea or heads upstream.



Red and green colors and/or lights indicate the preferred (primary) channel. If green is on top, the preferred channel is to the right; if red is on top, the preferred channel is to the left.



Red Right Returning is a reminder of the correct course when returning from open waters or heading upstream.



Lighted Buoys use lateral marker shapes, colors and numbers as discussed on the previous page. The light is the same color as the buoy.



Cans are cylindrical-shaped buoys marked with green colors and odd numbers.



Nuns are cone-shaped buoys marked with red colors and even numbers.

Daymarks are permanently placed signs attached to structures such as posts in the water. Common daymarks are red triangles (equivalent to nuns) and green squares (equivalent to cans) and may also be lighted.



Non-Lateral Markers

Non-lateral markers are navigational aids that give information and regulations. The most common are regulatory markers. They are white with orange stripes top and bottom with a geometric shape between the stripes. The shapes indicate what they mean as seen below.



Information

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



Controlled

Circles indicate a controlled area such as no fishing or anchoring, ski only or no skiing or no wake.



Exclusion

Crossed diamonds indicate areas off-limits to all boats, such as swimming areas, dams and spillways.

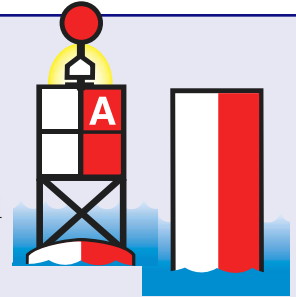


Danger

Diamonds warn of dangers such as rocks, shoals, construction, dams or stumps. Always proceed with caution.

Other Non-Lateral Markers

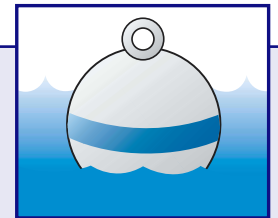
Safe Water Marks are white with red vertical stripes and mark mid-channels or fairways. They may be passed on either side.



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

Mooring Buoys

Are white with a blue horizontal band; usually placed in marinas and other areas where boats are allowed to anchor.



Weather Emergencies

Weather can change rapidly and create unexpected situations for vessel operators. You should always monitor weather developments. One way is to tune into the frequencies listed below on a VHF radio.

What to Do If Caught in Foul Weather

- ◆ Put on personal flotation devices (life jackets) and make sure they are properly secured.
- ◆ If there is fog, sound your fog horn. See page 45.
- ◆ Head the bow into the waves at a 45 degree angle. PWCs should head into the waves at a 90 degree angle.
- ◆ Head for the nearest shore that is safe to approach.
- ◆ Reduce speed.
- ◆ Seat passengers on the bottom of the vessel as close to the centerline as possible.


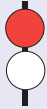

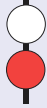

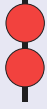
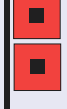

VHF Frequencies Broadcasting NOAA Weather Reports

162.400 MHz 162.550 MHz
162.475 MHz

Recreational boaters are given access to these VHF channels:

- 6 Intership safety communications only
- 9 Communications between boats (commercial and recreational), and ship to coast
- 13 Strictly for navigational purposes by vessels at bridges, locks and harbors
- 16 Distress and safety calls to Coast Guard and others, and to initiate calls to other vessels
- 22 U. S. Coast Guard broadcasts of severe weather warnings and other safety warnings
- 24-28 Public telephone calls (to marine operator)
- 68, 69, 71 ... Recreational vessel radio channel and ship to shore

- ◆ Minimize the danger of having your vessel struck by lightning by seeking shelter in advance of a storm. If caught on open water during a thunderstorm, stay low in the middle of the vessel.
- ◆ Secure loose items and have emergency gear ready.
- ◆ Keep the bilge free of water.
- ◆ If the engine stops, drop anchor from the bow. If you have no anchor use a “sea anchor.” This may include a bucket on a line, a tackle box or anything that will create drag and hold the bow into the wind.

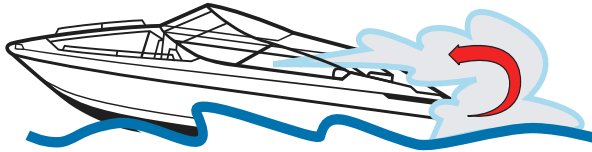
Daytime Flags	Night Time Lights	Weather Warning Display Signals
		Small Craft Advisory Winds in the range of 24-38 mph; which are conditions considered dangerous to small boats.
		Gale Warning Winds in the range of 39-54 mph.
		Storm Warning Winds 55 mph and above.
		Hurricane Warning Winds 74 mph and above.

Carbon Monoxide Poisoning

Carbon monoxide is a colorless, odorless, tasteless gas that is very toxic in small quantities. It is produced when a carbon-based fuel such as gasoline or diesel is burnt. Cooking ranges, heaters and charcoal grills also produce carbon monoxide.

Carbon Monoxide Kills!

- ◆ Carbon monoxide freely disperses through the air and will readily travel throughout a boat.
- ◆ Carbon monoxide discharged as engine, generator or appliance exhaust may re-enter your boat through any opening.
- ◆ By keeping a steady flow of fresh air moving through your boat, you will eliminate much, if not all, of the hazard. The danger comes when there are pockets of stagnant air loaded with carbon monoxide that are not flushed from your boat.
- ◆ When operating any type of watercraft, be careful running downwind exhaust because gases may blow



back onboard. The best prevention of carbon monoxide poisoning is the knowledge that carbon monoxide exists. Everyone should know the symptoms of and treatment of carbon monoxide poisoning.

- ◆ A marine type carbon monoxide detector will sound an alarm when the gases reach an unacceptable level.

Carbon Monoxide Poisoning Symptoms

One or more of the following symptoms may signal the adverse effects of carbon monoxide accumulations:

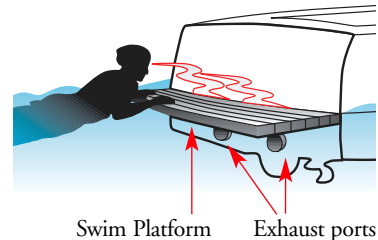
- ◆ Throbbing temples
- ◆ Inattentiveness or lack of concentration
- ◆ Inability to think coherently
- ◆ Ringing in the ears
- ◆ Tightness across the chest
- ◆ Headache, drowsiness, nausea, dizziness, fatigue, vomiting, collapse and convulsions.

For additional information read the “Boaters Protect Yourself from this Silent Killer! Carbon Monoxide” a brochure produced by the Arizona Game and Fish Department available by contacting your nearest Arizona Game and Fish Department office.

Treatment

Evacuate, Ventilate, Investigate and Seek Medical Help.

Teak surfing, dragging and water skiing within 20 feet of a moving watercraft can be fatal.



Other Boating Emergencies

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

Falling Overboard

- ◆ To prevent persons falling overboard:
 - Don't sit on the gunwale, bow, seat backs or any other area not designed for seating
 - Don't sit on pedestal seats when at greater than idle speed
 - Don't stand up in or lean out from the vessel
 - Don't move about the vessel when underway.
- ◆ If someone on your vessel falls overboard:
 - Reduce speed.
 - Throw the victim a throwable PFD.
 - Turn the vessel around and carefully pull alongside the victim, approaching the victim from downwind or into the wind, whichever is stronger.
 - Stop the engine. Pull the victim in.



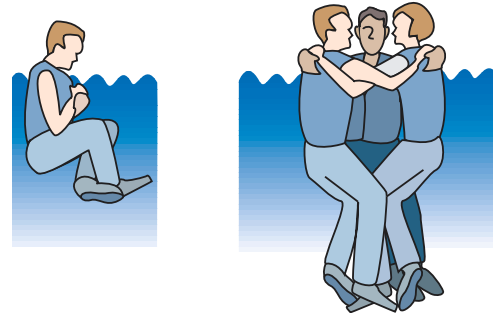
Capsizing or Swamping

- ◆ To prevent the chance of capsizing or swamping:
 - Don't overload your vessel. Balance the load.
 - Turn your vessel at controlled speeds.
 - Anchor to the bow of the vessel, never to the stern.
 - Don't boat in rough water or bad weather.
- ◆ If you capsize or swamp your vessel, or if you have fallen out and can't get back in, stay with the vessel.
 - Try to reboard or if the vessel is overturned or swamped, hang onto or climb onto it. Get as much of your body out of cold water as possible.

- ◆ If the vessel sinks or floats away, don't panic.
 - If wearing a PFD, remain calm and await help.
 - If you aren't wearing a PFD, look around for one or for other buoyant items to use as a flotation device.
 - In cold water, float rather than tread.

Hypothermia

- ◆ Dress in several layers of clothing under your PFD or wear a wetsuit or dry suit.
- ◆ Learn to recognize the symptoms of hypothermia. Symptoms begin with shivering and bluish lips and nails, progressing to a coma and ultimately death.
- ◆ To reduce the effects of hypothermia:
 - Get as much of your body out of the water as possible.
 - Don't take your clothes off unless necessary. Remember, clothes trap heat and can help you float.
 - Don't thrash or move about. Excess motion consumes energy and increases loss of body heat.
 - Always wear a PFD. It helps you to float without excessive movement and insulates your body.
 - Draw your knees to your chest and your arms to your sides protecting the major areas of heat loss.
 - If others are in the water with you, huddle together with your arms around their shoulders.



On the Water Especially for PWCs



Although a PWC is considered an inboard vessel and comes under the same rules and requirements of any other vessel, there are specific considerations for the PWC operator. Read the owner's manual before operating your PWC.

Steering and Stopping a PWC

- ◆ Most PWCs have a steering nozzle at the back of the unit. It is controlled by a handle bar that directs the stream of water.
- ◆ Always allow plenty of room for stopping. Releasing the throttle or shutting off the engine does not mean you will stop immediately.

steering control



steerable nozzle

Remember -- no power means no steering control...

You must always have power in order to maintain control. If you allow the engine to return to idle or shut off during operation, you lose all steering control. The PWC will continue in the direction it was headed before the engine was shut off, no matter which way the steering control is turned.

Ignition Safety Switches

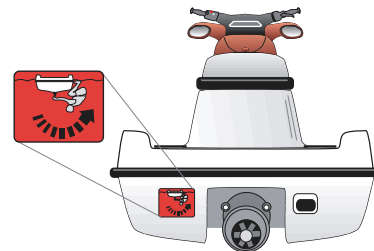
- ◆ All PWCs come equipped with an emergency ignition safety switch designed to shut the engine off.
- ◆ The ignition safety switch works by attaching a lanyard between the operator and the switch. If the lanyard is removed from the switch, the engine will shut off.
- ◆ If your PWC does not come equipped with an ignition safety switch, you should have one installed.
- ◆ It is illegal to ride your PWC without attaching the lanyard properly.



Reboarding a Capsized PWC

If your PWC capsizes follow these procedures:

- ◆ Follow the directions on the manufacturer's decal at the rear of the craft, indicating the direction to roll your PWC to an upright position.
- ◆ With this information you should be able to roll the PWC over and reboard from the rear of the craft. If you roll it over the wrong way, you could cause serious damage to your PWC.
- ◆ Practice reboarding with someone else around.



PWC Courtesy

- ◆ Avoid congregating with other PWC operators near shore as this can increase noise levels some people find annoying.
- ◆ Avoid making excessive noise near residential and camping areas, particularly early in the morning. Excessive use in one area can be an irritant to people who are there to enjoy a quiet and relaxing time.
- ◆ Avoid maneuvers that cause the engine exhaust to lift out of the water as this causes increased noise levels.
- ◆ Do not modify your engine exhaust system if the result is more noise. Improperly modified exhausts will not make your PWC faster and may raise the noise to an illegal level.

Environmental Considerations

When operating your PWC always consider the effect you may have on the environment.

- ◆ Do not operate a PWC in shallow water (less than 24 inches deep). Bottom sediments or aquatic vegetation can be sucked into the water pump and damage your PWC and the environment.
- ◆ Avoid creating a wake when operating near shore or in narrow streams or rivers, as it can create erosion problems.
- ◆ Do not dock or beach your PWC in reeds and grasses. This could damage these fragile environments.
- ◆ Take extra care when fueling your PWC in or near the water. Oil and gasoline spills are very detrimental to the aquatic environment. Fuel on land whenever possible.
- ◆ Never use your PWC to chase wildlife.

Other PWC Considerations

- ◆ You and anyone onboard must wear a personal flotation device (life jacket).
- ◆ Frequently inspect your PWC's electrical systems (e.g., starter and engine gauge connections) to ensure there is no potential for electrical spark. Gas fumes can collect in the engine compartment and an explosion may occur. After fueling, sniff the engine compartment for any evidence of gas fumes.
- ◆ Every operator and passenger should know how to swim.
- ◆ Keep hands, feet and hair away from the pump intake. When cleaning debris away from the pump intake, always shut the engine off.
- ◆ Know your limits and ride according to your abilities.
- ◆ Never exceed the load limit of your PWC.
- ◆ See page 54 for other requirements specific to PWCs.



Become a Certified Boater

Take an 8-hour boater education class from the Arizona Game & Fish Department:

- ✓ Improve your family's safety on the water
- ✓ Increase your boating knowledge and enjoyment
- ✓ Be qualified for vessel insurance discounts

Visit azgfd.com or call **602-789-3235** to find a class near you.

- ◆ The application for transfer of ownership must be made within 15 days of purchase.
- ◆ If you change address, you must write the Arizona Game and Fish Department (AGFD) within 15 days of the change.
- ◆ If you purchase a numbered vessel or if your watercraft is sold, stolen, lost, destroyed or abandoned, you must report it to the AGFD within 15 days.
- ◆ If you lose or destroy your Certificate of Number or decal, you must apply to the AGFD for a duplicate.
- ◆ Vessels registered in another state or country may operate on Arizona waters for 90 consecutive days before Arizona registration and numbering is required.
- ◆ Larger recreational vessels owned by U.S. citizens may (at the option of the owner) be documented by the U.S. Coast Guard. Call the USCG's Documentation Center at 800-799-8362 for more information.

Fees to Register Your Vessel

Registration of Motorized Vessels (including those with electric motors)

Arizona Residents

Vessel 18 feet or less\$4.00 plus \$0.45 per ft.
Vessel over 18 feet\$4.00 plus \$0.45 per ft. for first 18 ft. and \$0.68 per ft. over 18 ft.

Non-Residents

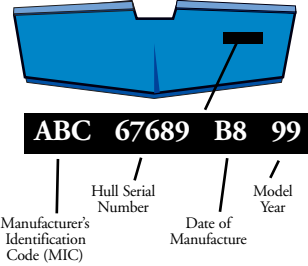
Vessel 18 feet or less\$20.00 plus \$2.90 per ft.
Vessel over 18 feet\$4.00 plus \$2.90 per ft. for first 18 ft. and \$5.50 per ft. over 18 ft.

Other Fees

Duplicate Certificate of Number\$2.00
Late Registration Penalty\$5.00

Hull Identification Number

The Hull Identification Number (HIN) is a unique 12-digit number assigned by the manufacturer to vessels built after 1972.



- ◆ Hull Identification Numbers distinguish one vessel from another. They are engraved in the fiberglass or on a metal plate attached to the transom. Record the HIN and put in a place other than the vessel in case of warranty problems or in case the vessel is lost or stolen.
- ◆ An owner of a vessel that does not have a HIN should contact the Arizona Game and Fish Department prior to registration.
- ◆ It is illegal to remove or alter the HIN.

Proof of Ownership Required to Register

To register a vessel you must provide as evidence of ownership a complete bill of sale, a signed Arizona Certificate of Number or a court decree. If the vessel was registered in another state, you must provide the original title or registration (if a non-title state).

- ◆ If a bill of sale is presented, it must include:
 - Buyer's name and seller's name and signature
 - Manufacturer's name
 - Hull ID Number (vessels manufactured after 1972)
 - Previous registration number (if applicable)
 - Purchase price and amount of sales tax, if paid
- ◆ If previously registered in Arizona, the Certificate of Number must be signed by the previous owner and the new owner must complete the application on back.
- ◆ If registered in another state, the original title or registration must be submitted with the back completed.

Who May Operate a Vessel

- ◆ Arizona law states that it is illegal for a person under the age of 12 to operate a vessel with a motor greater than 8 horsepower (which includes personal watercraft) unless:
 - An emergency exists *or...*
 - Another person at least 18 years of age is onboard.

Arizona's Top 10 Boating Violations*:

1. Not enough personal flotation devices (life jackets) for everyone onboard the vessel.
 2. Excess wake or speed.
 3. Riding on bow, transom or gunwales of the watercraft above a wakeless speed.
 4. Fire extinguisher – lack of, non-marine type, and/or out of service.
 5. Expired Certificate of Number (registration) and/or decals.
 6. Lights – specifically an all-round white (anchor) light not being displayed at night.
 7. A child 12 years of age or younger not wearing a PFD while underway.
 8. Reckless operation of a personal watercraft (PWC).
 9. Operating under the influence (OUI).
 10. Water skiing without an observer.
- * The violation statistics are based on data from citations issued by Department law enforcement officers.

Marine Events

- ◆ To hold a marine event on federal waters, you must obtain a permit from the U.S. Coast Guard
- ◆ When the marine event is held on state waters, a permit is not required but the event sponsor has responsibility

for insuring the public welfare. Events held on the Colorado River require a permit from U.S. Coast Guard San Diego. Vessel operators competing in marine events may test the vessels prior to the event only if the operators have first obtained a permit from the Arizona Game and Fish Department.



Enforcement

The boating laws of Arizona are enforced by Arizona Game and Fish Department officers, county sheriffs, municipal officers, park rangers and any other state-commissioned law enforcement officer. The officers have the authority to stop and board vessels to check for compliance with state laws. The U. S Coast Guard has federal enforcement authority on all federally controlled waters.

- ◆ When hailed by an officer, the operator of a vessel must immediately stop and maneuver in such a way as to permit the officer to come alongside.
- ◆ Failure to obey an order or to comply with an officer will result in an enforcement action up to and including arrest.
- ◆ Officers may issue citations and may order an operator of a vessel back to shore to correct a violation. Some Arizona waterways – like the Colorado River – are shared with other states. On these shared waterways, laws from these other states – as well as federal regulations – may apply. To ensure that you are obeying all applicable laws, make sure you are knowledgeable about all the laws and regulations for the specific waterway you are on.



Required Equipment for Your Vessel



When preparing to go out on a vessel, first make sure all the legally required equipment is on board.

Personal Flotation Devices (PFDs)

- ◆ All vessels, except sailboards and certain racing shells or rowing skulls, must have at least one wearable Type I, II, III or V personal flotation device that is U.S. Coast Guard approved and of the proper size for each person onboard. Sizing for PFDs is based on body weight and chest size.
- ◆ All PFDs must be in good and serviceable condition and must be readily accessible.
- ◆ In addition to the above requirements, vessels 16 ft. in length or longer except a canoe or kayak, must have one Type IV U.S. Coast Guard-approved PFD onboard and readily accessible.
- ◆ All children 12 years of age and younger **must wear** a U.S. Coast Guard approved Type I, II or III PFD while underway on any vessel. The PFD must be fastened according to the manufacturer's recommended use and must fit the child properly.
- ◆ Each person on a PWC **must wear** a U.S. Coast Guard approved Type I, II or III personal flotation device. PFDs must be worn and all closures of the personal flotation device must be fastened or secured according to the manufacturer's design or recommended use and be adjusted for a snug fit.
- ◆ Each person being towed behind a vessel on water skis or similar devices **must wear** a PFD or buoyant belt. However, note that buoyant belts are not approved by the U.S. Coast Guard.



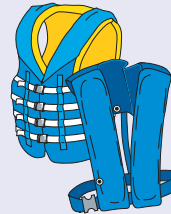
TYPE I: Offshore Life Jacket

These vests are geared for rough or remote waters where rescue may take awhile. They are excellent for flotation and will turn most unconscious persons face up in the water.



TYPE II: Near-Shore Vest

These vests are good for calm waters and fast rescues. Type II vests may lack the capacity to turn unconscious wearers face up.



TYPE III: Flotation Aid

These vests or full-sleeved jackets are good for calm waters and fast rescues. They are not for rough waters since they will not turn a person face up.



TYPE IV: Throwable Device

These cushions or ring buoys are designed to be thrown to someone in trouble. They are not for long hours in rough waters, non-swimmers or the unconscious.



TYPE V: Special Use Device

These windsurfing vests, deck suits, hybrid PFDs and others are designed for specific activities, such as kayaking or water skiing. *To be acceptable, Type V PFDs must be worn and used in accordance with their label.*

Inflatable PFDs...

must have a full cylinder, green status indicators and an accessible and intact lanyard or lever. Non-hybrid inflatable PFDs (no foam) are authorized only for persons 16 years and older.

Navigation Lights

The required navigation lights must be displayed between sunset and sunrise and in periods of restricted visibility such as fog or heavy rain. For requirements for larger vessels, see the U.S. Coast Guard's "Navigation Rules."

Power-Driven Vessels When Underway

If less than 65.6 ft. (20 meters) long, these vessels must exhibit the lights as shown in illustration 1. Remember, power-driven vessels include sailboats operating under power. The required lights are:

- ◆ Red and green sidelights visible from at least two miles (or, if less than 39.4 ft. long, at least one mile).
- ◆ An all-round white light or both a masthead light and a stern light visible from at least two miles on a dark, clear night. The all-round white light (or the masthead light) must be at least 3.3 ft. higher than the sidelights.

Unpowered Vessels When Underway

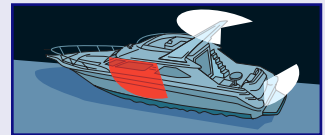
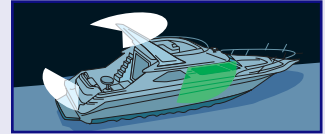
Unpowered vessels are sailboats or vessels that are paddled, poled and rowed.

- ◆ **If less than 65.6 ft.** (20 meters) long, these vessels must exhibit the lights as shown in illustration 2:
 - Red and green sidelights visible from at least two miles (or, if less than 39.4 ft. long, at least one mile).
 - A stern light visible from at least two miles.
- ◆ **If less than 23 ft.** (7 meters) long, these vessels:
 - If practical, must exhibit the same lights as required for unpowered vessels listed above.
 - If not practical, must have on hand at least one lantern or flashlight shining a white light as shown in illustration 3.

All Vessels When Not Underway

- ◆ **All vessels** are required to display a white light visible from 360 degrees when at anchor other than a special anchorage area between sunset to sunrise.

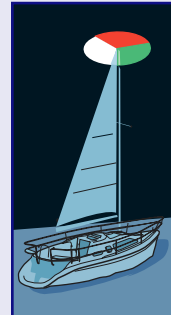
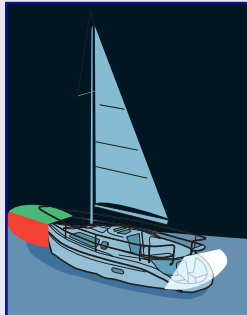
1. Power-Driven Boats Less Than 65.6 Ft.



Combination red and green lights allowed only on boats less than 39.4 ft.

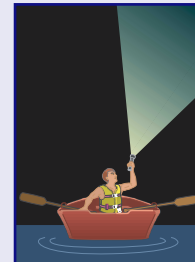
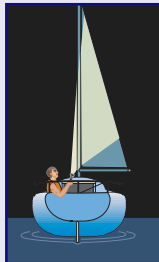


2. Unpowered Boats Less Than 65.6 Ft.



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

3. Unpowered Boats Less Than 23 Ft.



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

Fire Extinguishers

- ◆ All vessels are required to have at least one Type B fire extinguisher(s) onboard if one or more of the following conditions exist:
 - Inboard engine.
 - Closed compartments where portable fuel tanks may be stored.
 - Double-bottoms not sealed to the hull or which are not completely filled with flotation material.
 - Closed living spaces.
 - Closed storage compartments in which flammable or combustible materials may be stored.
 - Permanently installed fuel tanks (any tank where the removal of the tank is hampered by the installation of tie-down straps or clamps).

Fire Extinguisher Requirements

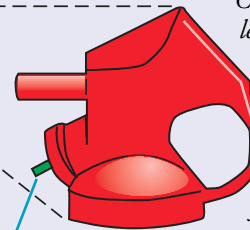
Classification type & size	Foam minimum gallons	Carbon Dioxide minimum pounds	Dry Chemical minimum pounds
B-I	1 1/4	4	2
B-II	2 1/2	15	10

Length Class	Without Fixed System	With Fixed System*
Less than 26 ft.	one B-I	one B-I
26 ft. to less than 40 ft.	two B-I or one B-II	one B-I
40 ft. to less than 65 ft.	three B-I or one B-II and one B-I	two B-I or one B-II

* refers to a permanently installed fire extinguisher system

- ◆ Approved types of fire extinguishers are labeled “Marine Type USCG Approved,” followed by the size and type symbols and the approval number.
- ◆ Extinguishers must be mounted in an accessible area. Check extinguishers monthly to make sure they are fully charged and in good condition, the seals are not broken or missing and the nozzles of the extinguishers are not clogged or blocked.

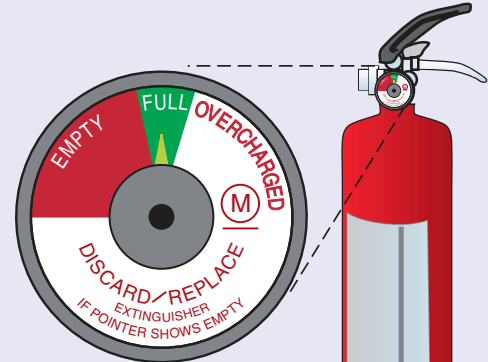
Fire Extinguisher Charge Indicators



green button

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

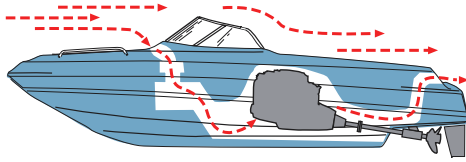
Check the charge level of your fire extinguishers regularly. Replace them immediately if they are not fully charged.



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

Ventilation Systems

The purpose of ventilation systems is to remove flammable gases, thus reducing the chance of a dangerous explosion.



- ◆ All gasoline-powered vessels constructed in a way that could entrap fumes, must have at least two ventilation ducts fitted with cowls to remove the fumes.
- ◆ If your vessel is equipped with a power ventilation system, turn it on for at least four minutes after fueling and prior to starting your engine. If not so equipped, open the engine compartment and sniff for gasoline fumes before starting the engine.
- ◆ Regularly check the ventilation ducts for obstructions, such as birds nests. Make sure you can feel air coming out of the cowl when the ventilation system is turned on.

Backfire Flame Arrestors

- ◆ All powerboats (except outboards) fueled with gasoline, must have a U.S. Coast Guard approved (or comply with SAE J-1928 or UL 1111 standards) backfire flame arrestor on each carburetor.

- ◆ Backfire flame arrestors must be in good and serviceable condition. Periodically clean the flame arrestor and check for damage. The elements must be clean and the grids must be tight enough to prevent flames passing through. Automotive type air cleaners are not adequate for marine use and are not permitted.

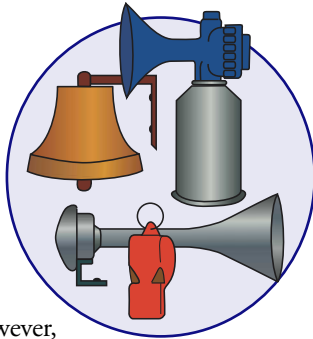
Mufflers

- ◆ All vessel engines must be equipped with an efficient muffler, underwater exhaust or other effective muffling device that prevents excessive or unusual noise.
- ◆ It is illegal to operate a vessel that produces a sound level exceeding 86 decibels on the “A” weighted scale as measured from a distance of 50 feet or more from the vessel, unless a special permit has been obtained.

Sound Producing Devices

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

- ◆ Arizona state law does not require that vessels carry a sound producing device; however, it is always a good idea to have one onboard.
- ◆ Five (5) or more short blasts means danger or doubt, which is very important for all boaters to remember.
- ◆ Federal law requires that vessels boating on federal waters, such as the Colorado River and Lake Systems have onboard a whistle, horn or bell that is audible for one-half mile. On federal waters:
 - Vessels less than 39.4 ft. (12 meters) in length, which includes PWCs, are required to carry onboard a whistle or horn or other means to make an efficient sound.
 - Vessels 39.4 ft. (12 meters) or more in length are required to carry onboard a whistle or horn *and* a bell.



Sound Signals

Some common sound signals that you should be familiar with as a recreational boater are:

Changing Direction

- One short blast tells other boaters “I intend to turn to my right.”
- Two short blasts tells other boaters “I intend to turn to my left.”
- Three short blasts tells other boaters “I am backing up.”

Restricted Visibility

- One prolonged blast at intervals of not more than two minutes is the signal used by powerboats when underway.
- One prolonged plus two short blasts at intervals of not more than two minutes is the signal used by sailboats under sail alone.

Warning

- One prolonged blast is a warning signal (for example, used when coming around a blind bend or exiting a slip)
- Five (or more) short, rapid blasts are used to signal danger or to signal that you do not understand the other boater’s intentions.

Visual Distress Signals (VDSs)

Visual Distress Signals (VDSs) allow vessel operators to signal for help in the event of an emergency. VDSs are classified as day signals (visible in bright sunlight), night signals (visible at night) or both day and night signals.

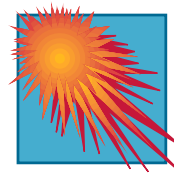
- ◆ All vessels used on **federally controlled waters** must be equipped with U.S. Coast Guard-approved (day and night) visual distress signals.
- ◆ All vessels on federal waters are required to carry night signals when operating between sunset and sunrise. The following vessels must also carry day signals:
 - Recreational vessels 16 feet or longer
 - Non-motorized, open sailboats 26 feet or longer.
- ◆ If pyrotechnic VDSs are used, a minimum of three must be carried in the vessel. Pyrotechnic VDSs must be in serviceable condition, readily accessible and have a valid expiration date.
- ◆ It is prohibited to display visual distress signals on the water except when assistance is required.

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

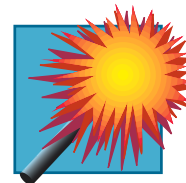


Pyrotechnic Visual Distress Signals

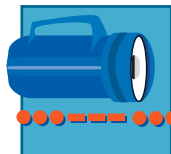
Orange Smoke
Day Signal



Red Meteor
Day and Night Signal



Red Flare
Day and Night Signal



Non-Pyrotechnic Visual Distress Signals

Electric Light
Night Signal



Orange Flag
Day Signal



Arm Signal

Although not a USCG approved VDS, use this arm action to indicate you need help if you do not have other visual distress signals available.

Federally Controlled Waters

Vessels must observe federal requirements when operating on:

- Coastal waters
- The Great Lakes
- Territorial seas
- Colorado River and Lake Systems
- Waters two miles wide or wider and that are directly connected to one of the above.

In addition to the laws mentioned previously, there are some other Arizona regulations that apply on Arizona's waterways.

Unlawful and Dangerous Operation

Arizona law designates these dangerous operating practices as illegal:

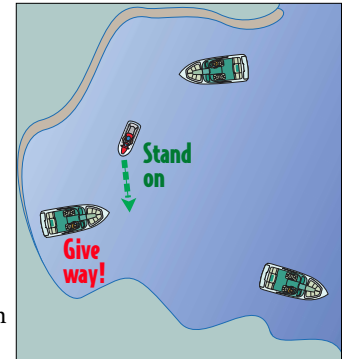
- ◆ **Negligent or Reckless Operation** of a vessel, operating in a manner that causes danger to others or their property:
 - Operating in a restricted area such as a marked swimming area.
 - Operating while passenger(s) are positioned in the bow such that the operator's view is obstructed.
 - Weaving through congested waterway traffic.
 - Chasing, harassing or disturbing wildlife.

No Wake or Wakeless speed means a speed that does not create a wake, but in no case in excess of five miles per hour.

- ◆ **Speed Restrictions** require the operator to maintain a proper speed while operating a vessel. Specifically, it is illegal to:
 - Operate a vessel at speeds greater than are reasonable or proper given the existing waterway traffic, persons in the water and weather conditions.
 - Exceed any posted speed limits.
 - Operate a vessel at greater than wakeless speed in a posted no wake zone.
 - Operate a vessel at speeds that may cause injury or damage to any other person, other vessel or property of

others. This includes causing damage or danger from the wake of your vessel.

- ◆ **Riding on Bow or Gunwales** is allowing passengers to ride where there may be a chance of falling overboard while underway at greater than no wake speed on a powerboat. Specifically, this means allowing passengers to ride on the covered bow, transom or gunwales unless designed for carrying passengers at all speeds.
- ◆ **Overloading** is loading the vessel beyond its safe carrying capacity or the recommended capacity shown on the capacity plate. Take into consideration the weather and other operating conditions when determining if the vessel is overloaded.
- ◆ **Failure to Follow Navigational Rules** is defined as operating a vessel in violation of the navigational rules of Arizona waters. Specifically, operators of vessels must:
 - Follow the navigational rules shown on pages 12-13.
 - **Follow a counter-clockwise traffic flow.**
 - Vessels leaving shore must give way to approaching vessels.
 - An exception is waterways where power driven vessels are prohibited.



Remember it is your responsibility to know the law.

On waterways shared with other states, such as the Colorado River, other states' laws and federal regulations may apply. Always have knowledge of all applicable boating laws and regulations.

Alcohol and Drugs

Arizona law prohibits anyone from operating a motor powered vessel while under the influence of alcohol or any drug that causes the person to be even slightly impaired. Alcohol and drugs cause impaired balance, blurred vision, poor coordination, impaired judgment and slow reaction time. These contribute to nearly one-third of all boating accidents nationwide.

- ◆ A person is considered to be under the influence of alcohol if he/she has an alcohol concentration of 0.08% or greater as determined by a test of his/her breath, blood or urine. Extreme OUI is blood alcohol content (BAC) of 0.15% and higher.
- ◆ If convicted of operating under the influence (OUI) or Extreme OUI, a person can be fined up to \$2,500 and jailed for up to six months. Subsequent convictions and Aggravated OUI may carry even more severe penalties.
- ◆ By operating a vessel on Arizona waters, you have consented to be tested for alcohol or drugs if arrested by a law enforcement officer for alleged violations under Arizona Watercraft Statutes.



Remember It Only Takes One.

Don't drink and boat!

Obstructing Navigation

It is illegal to:

- ◆ Anchor a vessel in a heavily traveled channel or launch area in a way that causes the anchored vessel interfere with the safe passage of any other vessel.
- ◆ Moor or attach a vessel to a buoy (except a mooring buoy), beacon, light or any other navigational aid placed

on public waters by proper authorities. Also, it is illegal to move, displace, tamper with, damage or destroy any navigational aid.

- ◆ Place buoys, markers or navigational aids in the water without proper authorization.
- ◆ Obstruct a pier, wharf, boat ramp or access to any facility.
- ◆ Unreasonably or unnecessarily interfere with other vessels' use of the waterways or areas used for launching into these waterways.

Accidents and Casualties

- ◆ An operator involved in an accident must stop his or her vessel immediately at the scene of the accident and:
 - Give assistance to anyone injured or minimize any danger caused by the accident, unless doing so would seriously endanger his or her vessel or passengers.
 - Give his or her name, address and the identifying number of his or her vessel to anyone injured from the accident and to the owner of any damaged property.
- ◆ Vessel operators involved in an accident must file a boating accident report directly to: Arizona Game and Fish Department, Attn: Boating Law Administrator, 2221 W. Greenway Rd., Phoenix, AZ 85023.
 - The operator must report the accident in writing to Arizona Game and Fish Department within 48 hours if a person is injured or dies.
 - The operator must report the accident in writing to Arizona Game and Fish Department within five days if damage to the vessel and/or other property exceeds \$500.
- ◆ Boating accident report forms are available from law enforcement personnel at the lakes, first aid stations, marinas, ranger stations or from Arizona Game and Fish Department.

Diver Down Flags

- ◆ Scuba divers or snorkelers must display a “diver down flag” that marks their diving area. The flag must be displayed whenever someone is diving below the surface.
- ◆ Vessels should stay as far away from a “diver down flag” as is reasonable and prudent for the circumstances. The suggested safe distance from a flag is 100 yards.



Divers Flag

A rectangular red flag with a white diagonal stripe is used on Arizona waters, including the Colorado River and Lake Systems.



Alpha Flag

A blue and white International Code Flag A (or Alpha flag) is used on federal waters.

Discharge of Oil and Other Hazardous Substances

- ◆ It is illegal to discharge oil or hazardous substances.
- ◆ You must dispose of oil waste in an approved oil waste container.
- ◆ Use bilge absorbents (bilge pillows) in the bilge area to absorb any oil or fuel, preventing it from being pumped back into the water. Secure it to avoid interference with the bilge pump, blower system.



If your vessel discharges oil or hazardous substances in the water:

- ◆ Call the U.S. Coast Guard at 800-424-8802.
- ◆ Also report the discharge to the Arizona Department of Environmental Quality at 800-234-5677 x2330.

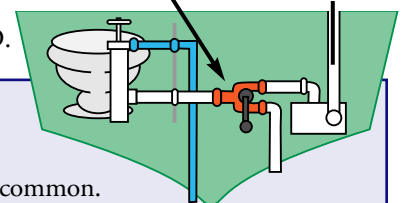
- ◆ On federal waters, if your vessel is 26 feet or longer, you must display a 5 x 8 inch placard near the bilge pump switch that states the discharge of oil is prohibited.

Discharge of Waste

- ◆ State law prohibits humans and vessels from discharging any sewage into the waters or onto the shorelines of Arizona. Use porta-potties provided on the shore or the floating porta-potties. Consult a lake map for the locations of porta-potties.
- ◆ If you have a vessel with installed toilet facilities, it must have an operable marine sanitation device (MSD) onboard. All installed devices must be U.S. Coast Guard certified. Vessels 65 feet in length or less may use a Type I, II or III MSD. Vessels over 65 feet must install a Type II or III MSD.

“Y” valve should always be closed

Drainage to pump-out station



Types of MSDs

Type III MSD, is the simplest and most common. Consisting of a holding tank or portable toilet. Waste is to be discharged into a pump out facility.

Discharge of Trash

Littering laws apply on both state and federally controlled waterways.

- ◆ You must store trash in a container onboard and place it in a proper receptacle after returning to shore.
- ◆ On federal waters, you must display a 4 by 9 inch placard (sign) on any vessel 26 feet or longer. It must notify passengers and crew about pollution restrictions. These can be obtained from the U.S. Coast Guard Auxiliary or a local marine dealer.

Epecially for PWC Operators



PWC operators must adhere to additional legal requirements that apply specifically to the operation of personal watercraft on Arizona waters. The definition of a “personal watercraft” is a watercraft that is less than 16 feet long, propelled by machinery powering a water jet pump and designed to be operated by a person who sits, stands or kneels on rather than sitting or standing inside the watercraft.

Requirements Specific to PWC Operators

- ◆ Each person onboard a PWC **must wear** a U.S. Coast Guard approved Type I, II or III personal flotation device (life jacket). They must be worn according to the manufacturer’s design and recommended use. All closures must be fastened and adjusted for a snug fit.
- ◆ An operator of a PWC equipped with a lanyard-type ignition safety switch must attach the lanyard to his or her person, clothing or PFD.
- ◆ It is illegal to operate a PWC between sunset and sunrise or during periods of restricted visibility unless the PWC is equipped with the required navigation lights.
- ◆ PWCs must be operated in a careful and responsible manner. It is considered reckless operation if a PWC operator commits *two or more* of the following acts simultaneously:
 - Operating within 60 feet of another vessel above a wakeless speed.
 - Operating within the vicinity of a vessel in a manner that obstructs the visibility of either operator.
 - Heading into the wake of a vessel that is within 60 feet and causing half or more of the length of the personal watercraft to leave the water.

- Operating within 60 feet of another vessel, maneuvering quickly, turning sharply or swerving, unless the maneuver is necessary to avoid a collision.
- ◆ A PWC may not be loaded with passengers and gear beyond the safe carrying capacity recommended by the PWC manufacturer.

Sharing Your PWC ... Safely!

Sharing the fun of your PWC with your friends and family is all part of the boating experience. However, you should always make sure that anyone operating your PWC understands their responsibilities as an operator. Let them know that they are operating a vessel and have the same responsibilities as any other vessel operator. Before allowing anyone to operate your PWC:

- ◆ Make sure they meet the minimum operating age (12 years of age and older), are wearing a PFD that meets legal requirements and understand the boating laws.
- ◆ Let beginners take their first rides in an area where there are few boats and swimmers. While still on shore, show them the proper procedures for deep water starting and reboarding.
- ◆ Explain the basic operating features of the PWC. Be sure to give instruction on how to steer and control the PWC. **Emphasize to the operator that power is required for steering control!**
- ◆ Make sure the operator understands how to use the lanyard with the ignition safety switch.
- ◆ Explain the importance of obeying no wake restrictions.
- ◆ Emphasize the need to stay alert. Beginning riders may concentrate on riding and not on paying attention to traffic in the surrounding area.



Especially for Skiers and Those Towing Them



Vessel operators towing a person(s) on water skis or a similar device must adhere to additional laws.

Towing Skiers

- ◆ A vessel towing a person(s) on water skis or any other similar devices must have at least two persons onboard -- one to operate the vessel and a second person to observe the towed person(s).
- ◆ Each person being towed behind a vessel on water skis or similar devices must wear a PFD or buoyant belt. Note that buoyant belts are not approved by the U.S. Coast Guard. We recommend the use of a U.S. Coast Guard approved, brightly colored Type III PFD. The bright colored PFD aids in making a skier more visible to other vessels.
- ◆ Water skiing is restricted to daylight hours only. It is illegal to tow a person(s) on water skis, surfboard or similar devices from sunset to sunrise.
- ◆ Both the operator of the towing vessel and the skier must operate in a safe manner. A reasonable distance from other vessels, people and property must be maintained so as not to cause danger to the life or property of others.
- ◆ State law makes the person being towed (the skier) responsible for careless, reckless or negligent action, or disregard for the safety of any person or property or violation of any regulatory marker or buoy.



- ◆ Vessels towing person(s) on water skis or similar devices must carry and use either a bright red or orange “skier down flag” that is at least 12 x 12 inches in size and mounted on a handle. The observer must be physically capable and mentally competent to act as an observer of a water skier. The observer must continuously observe the skier(s) and display a “skier down flag” whenever a skier is in the water after falling or while preparing to ski.
- ◆ If towing a skier with a PWC, same water skiing laws apply. **Do not exceed the carrying capacity of the personal watercraft.**



Hand Signals for Skiers

Knowing proper hand signals will help the skier(s) communicate with their vessel operator or the observer.



Skier OK



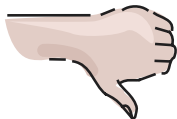
Skier down-watch!



Back to dock



Speed up



Slow down



Speed OK



Turn left



Turn right



Stop

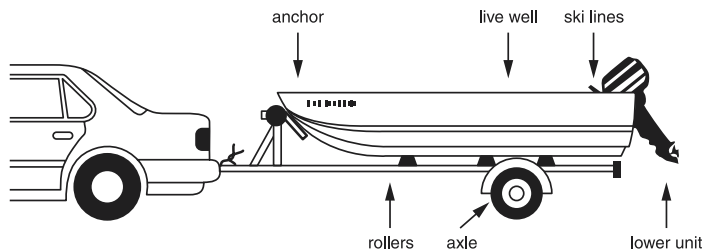
ATTENTION BOATERS

Don't Pick Up Hitchhikers!

You can **PREVENT** destruction of fish habitat and loss of boating opportunities by helping to eliminate the spread of nuisance aquatic weeds, zebra mussels, and other unwanted aquatic pests.

What can you do?

Inspect Your Boat!



Inspecting—Thoroughly inspect your boat's hull, out drive, trim plates, trolling plates, prop guards, transducers and trailers. If you see any "hitchhikers" remove them. Remove aquatic plants and plant fragments clinging to trailer frame, axles, wheels, hitch, motor lower unit, and interior boat spaces. Spray down your boat and trailer before leaving any lake or stream or at home before setting out for a new boating location.

Draining—Drain all bilge water, livewell and bait buckets before leaving infested waterways. Leftover bait **should not** be released or transported.

Remove and dispose of plants on dry land

Zebra Mussel



Stop the spread of aquatic pests!

Giant salvinia, zebra mussels, crayfish and mud snails most often spread between waterways by hitching a ride on vessels and trailers. When transplanted into new waters, these organisms proliferate, displacing native species and damaging the water resource and your vessel.

Vessel and Engine Restrictions

Powerboats restricted to a single electric motor on:

Ackre Lake	Lynx Lake
Arivaca lake	McKellips Park Lake
Bear Canyon Lake	Pena Blanca Lake
Black Canyon Lake	Pratt Lake
Bunch Reservoir	Quigley Lake
Carnero Lake	Redondo Lake
Chaparral Park Lake	Riggs Flat Lake
Cluff Ponds	Roper Lake
Coconino Reservoir	Santa Fe Lake
Coors Lake	Scott's Reservoir
Dankworth Pond	Sierra Blanca Lake
Dogtown Reservoir	Soldier Lake (in Coconino CO)
Fortuna Lake	Stehr Lake
Goldwater Lake	Stoneman Lake
Granite Basin Lake	Tunnel Reservoir
Hulsey Lake	Whitehorse Lake
Horsethief Basin Lake	Willow Valley Lake
J.D. Dam Lake	Woodland Reservoir
Knoll Lake	Woods Canyon Lake
Lee Valley Lake	

Powerboats are restricted to using only a single electric motor or a single gasoline engine not exceeding 10 horsepower on:

Ashurst Lake	Concho Lake
Becker Lake	Crescent Lake
Big Lake	Fool Hollow Lake
Blue Ridge Reservoir	Kaibab Lake
Cataract Lake	Kinnikinick Lake
Chevelon Canyon Lake	Little Mormon Lake
Cholla Lake Hot Pond	Luna Lake

Powerboats restricted to a gasoline engine 10 horsepower or less on (continued):

Mexican Hay Lake	Show Low Lake
Nelson Reservoir	Willow Springs Lake
Parker Canyon Lake	Whipple Lake
Rainbow Lake	White Mountain Lake (in Apache CO)
River Reservoir	

Other restrictions:

Vessels are prohibited on Frye Mesa Reservoir, Rose Canyon Lake and Snow Flat Lake.

Vessels are prohibited from entering the following waters during these dates*:

The posted portion of Becker Lake from April 1 through July 31.

The posted portion of Luna Lake from April 1 through July 31.

The posted portions of the Tonto Arm of Roosevelt Lake from November 15 through February 15.

The posted portion of Alamo Lake from December 1 to the end of waterfowl season.

The posted portion of Mitty Lake from November 15 through February 28.

The posted portion of the Aqua Fria Arm of Lake Pleasant from December 15 to June 15.

The posted portion of Lynx Lake from December 15 to June 15.

*Closure dates may vary. Always check with the lake or Arizona Game and Fish Department office.

Arizona Boater's Directory



Arizona Game & Fish Department
2221 W. Greenway Rd.
Phoenix, AZ 85023
602-942-3000

Arizona Game & Fish Department Regional Offices

Pinetop
2878 E. White Mountain
Pinetop, AZ 85935
928-367-4281

Flagstaff
3500 S. Lake Mary Rd.
Flagstaff, AZ 86001
928-774-5045

Kingman
5325 N. Stockton Hill Rd.
Kingman, AZ 86401
928-692-7700

Yuma
9140 E. 28th St.
Yuma, AZ 85365
928-342-0091

Tucson
555 N. Greasewood Rd.
Tucson, AZ 85745
520-628-5376

Mesa
7200 E. University Ave.
Mesa, AZ 85207
480-981-9400

Arizona Game & Fish Department Other Important Telephone Numbers

Headquarters602-942-3000
Boating, Aquatic and
Hunter Education602-789-3235
Hunt Information Line602-789-3702
Off-Highway Vehicle
Information602-942-3000
Operation Game Thief - report
wildlife violations800-352-0700
Weekly Arizona Fishing
Report602-789-3701
Weekly Wildlife News602-789-3700

State Parks

Alamo Lake State Park928-669-2088
Buckskin Mountain State Park
(Colorado River)928-667-3231
Cattail Cove State Park
(Colorado River)928-855-1223
Fool Hollow Lake
Recreation Area928-537-3680

Lake Havasu State Park
(Windsor Beach)928-855-2784
Lyman Lake State Park928-337-4441
Pataonia Lake State Park .520-287-6965
River Island Unit
(Colorado River)928-667-3386
Roper Lake State Park928-428-6760

County Sheriff Offices

Apache County928-337-4321
Cochise County520-432-9505
Coconino County928-774-4523
Graham County928-428-3141
Greenlee County928-865-4149
La Paz County928-669-6141
Maricopa County602-256-1000

Mohave County928-753-0753
Navajo County928-524-4300
Pima County520-741-4700
Pinal County520-868-6800
Santa Cruz County520-761-7869
Yavapai County928-771-3260
Yuma County928-783-4427

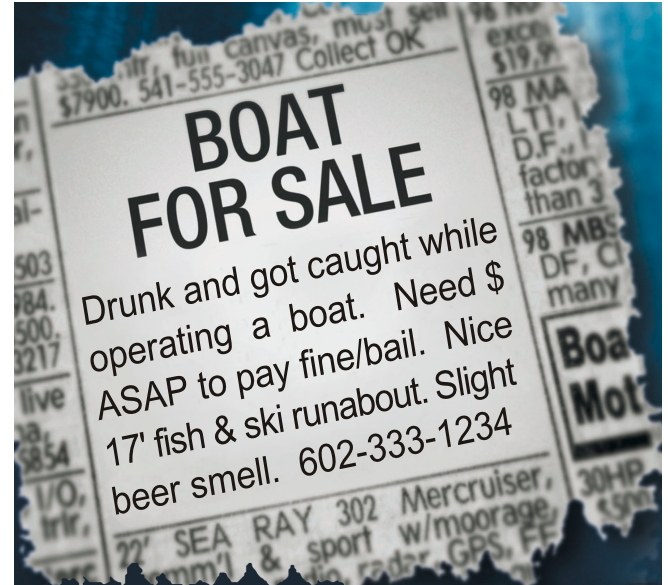
Required Equipment Checklist



	PWC	Boat Less Than 16 Ft.	Boat 16 Ft. To Less Than 26 Ft.*
Certificate of Number Onboard	✓	✓	✓
Registration Decals Displayed	✓	✓	✓
PFDs: Type I, II, III or V	✓ ¹	✓ ¹	✓ ¹
PFD: Type IV			✓
Type B-I Fire Extinguisher	✓	✓	✓
Ignition Safety Switch	✓		
Backfire Flame Arrestor	✓	✓ ²	✓ ²
Ventilation System	✓	✓	✓
Muffler	✓	✓	✓
Horn, Whistle or Bell	✓ ³	✓ ³	✓ ³
Daytime Visual Distress System			✓ ³
Night Time Visual Distress System	✓ ³	✓ ³	✓ ³
Navigation Lights	✓	✓	✓

1. Those on PWC **must wear** a Type I, II or III PFD at all times. Those 12 years of age and younger **must wear** a Type I, II or III PFD while underway on any vessel. See page 36 for more information.
2. Required on inboards engines.
3. Required when boating on federal waters.

* On boats larger than 26 feet additional equipment is required. Refer to pages 38, 40, 44, 46, 52 and 53.



It Only Takes One!

- One time not wearing your PFD
- One second of reckless operation
- One drink could put you over the limit

azgfd.com



Arizona Game & Fish Department

Everything you need to know about boating in Arizona is just a click away ...

... on the web!

- ◆ Stay current on all boating safety laws
- ◆ Get weekly fishing reports
- ◆ Find answers to questions about boat registration and fishing license and regulations
- ◆ Learn about state park locations and fees, available camping, fishing, hiking and boating activities

Take A Boating Class



Visit us on the web: azgfd.com