

SAFE BOATING IN LOUISIANA: AN ONLINE BOATING COURSE FOR STATE OF LOUISIANA EMPLOYEES



Office of Risk Management in cooperation with
The
Louisiana Department of Wildlife and Fisheries



WELCOME

- Welcome to the Office of Risk Management's (ORM) Online Boating Review for State Employees.
- This course has been provided in cooperation with the Louisiana Department of Wildlife and Fisheries (LDWF).



ABOUT THIS COURSE

- The Online Boating Course is designed to provide state employees who may be operating boats with information regarding safe boating practices.
- It is hoped that these practices will be used on a daily basis.
 - **Target Audience:** This course is intended for state employees whose duties may include boat operation.
 - **Prerequisites:** Prerequisite for this online course is the successful completion of the *Boat Louisiana* boating education course or other National Association of State Boating Law Administrators (NASBLA) or USCG approved boating education course. If you have not completed a NASBLA or USCG approved course, you must do so before being able to use the online boating course to meet ORM requirements.

ABOUT THIS COURSE

The Online Boating Course will:

1. Provide you with information on safe boating practices.
2. Stimulate awareness about Navigation Rules.

This course is intended to take no more than 60 minutes to complete.



NAVIGATION RULES

Navigation Rules were put in to place by the United States Coast Guard in order to prevent collisions between vessels.

Operators of vessels are required to conduct three important boating duties:

Practice good seamanship: avoid collisions by taking into consideration weather, visibility, equipment, etc...and ***take action in ample time to avoid collision and within a safe distance.***

Keep a Proper Lookout: means keeping lookout at **ALL TIMES** including SIGHT AND HEARING to avoid collision.

Maintain a safe speed: safe speed means operate at a speed that ensures the operator will have ample time to avoid collision. It varies with environmental conditions, vessel traffic, and the maneuverability of your vessel.

NAVITGATION RULES

Question:

When is it required for a vessel operator to maintain a proper lookout?

- A. In bad weather
- B. After sunset
- C. When there are other vessels present
- D. All of the above.

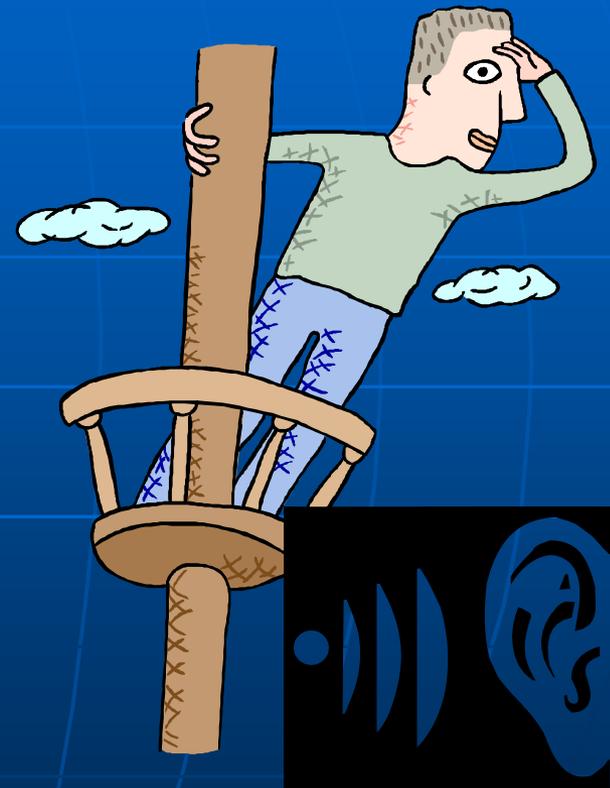
NAVIGATION RULES

When is it required for a vessel operator to maintain a proper lookout?

Answer:

D. All of the above

Keep a Proper Lookout: means keeping lookout at ALL TIMES including SIGHT AND HEARING to avoid collision. It is important to not get distracted while operating a vessel. Collisions occur in seconds.



NAVIGATION RULES

Encountering Other Vessels

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

Stand-On vessel—is the vessel **required** to maintain course and speed unless it becomes apparent that the give way vessel is not going to take appropriate action to avoid collision. **If a collision is apparent, the stand on vessel must take action to avoid collision.**

DID YOU KNOW?

Nationally, collisions with other vessels are the number one type of boating incident.



NAVIGATION RULES

QUESTION (*TRUE OR FALSE*):

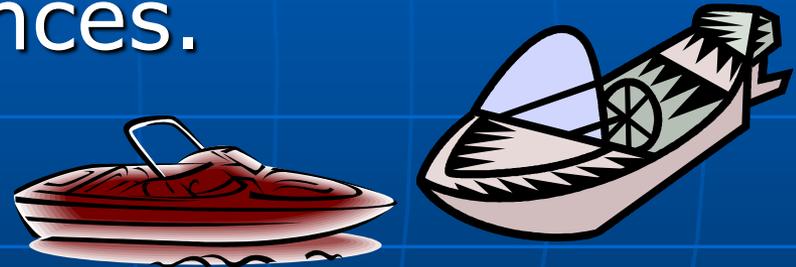
The *stand on* vessel is not required or responsible to change or alter course under any circumstances.

- A. True
- B. False

NAVIGATION RULES

TRUE OR FALSE:

The *stand on* vessel is not required or responsible to change or alter course under any circumstances.



Answer: FALSE

Although the stand on vessel is required to maintain course and speed, it must stop, slow down, or change course if it is apparent the give way vessel is not going to take appropriate action to avoid collision.

NAVIGATION RULES

STARBOARD- is the right side of a vessel; at night this side is illuminated with a **GREEN** light.

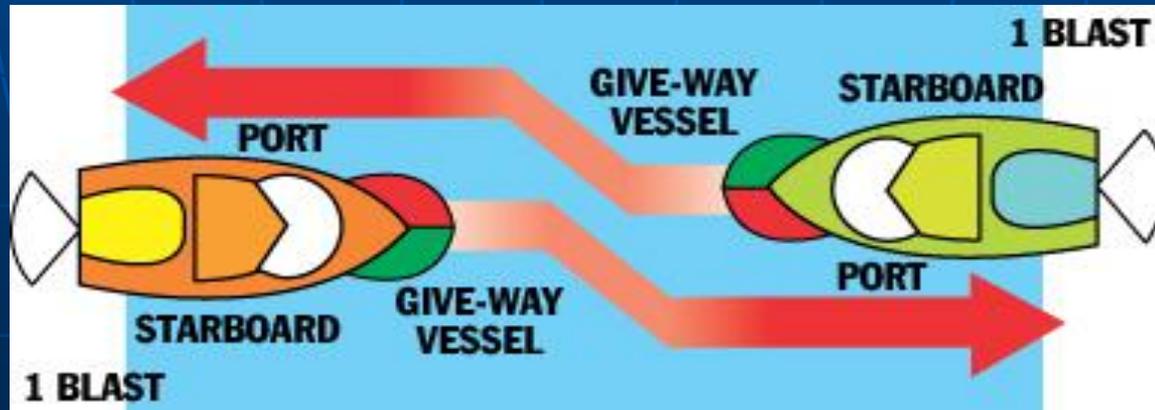
PORT- is the left side of a vessel; at night this side is illuminated with a **RED** light.

NAVIGATION RULES

Power driven Vessel Encountering a Power Driven Vessel

Meeting Head On

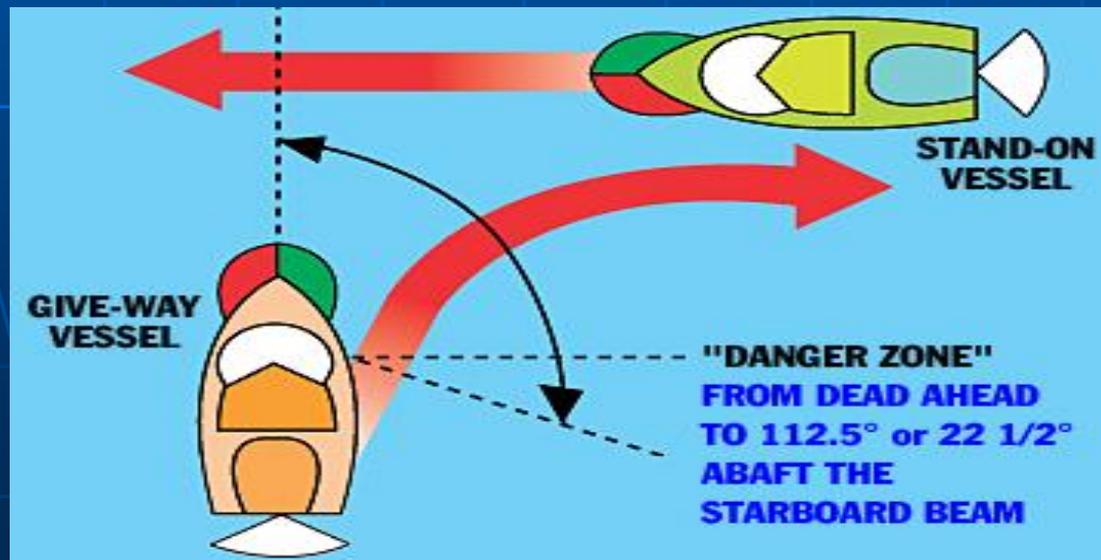
When two power driven vessels are meeting head on, neither vessel is the stand on vessel and should pass each other port side to port side.



NAVIGATION RULES

Paths That Cross

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



NAVIGATION RULES

QUESTION:

When two power driven vessels are crossing so as to involve risk of collision, which vessel shall keep out of the way and shall, if the circumstances of the case admit, avoid crossing ahead of the other vessel?

- A. the vessel which has the other on her port side shall keep out of the way.
- B. the vessel which has the most passengers on board shall keep out of the way.
- C. the vessel which has the other on her starboard side shall keep out of the way.
- D. the vessel which is going the fastest shall keep out of the way.

NAVIGATION RULES

When two power driven vessels are crossing so as to involve risk of collision, which vessel shall keep out of the way and shall, if the circumstances of the case admit, avoid crossing ahead of the other vessel?

Answer:

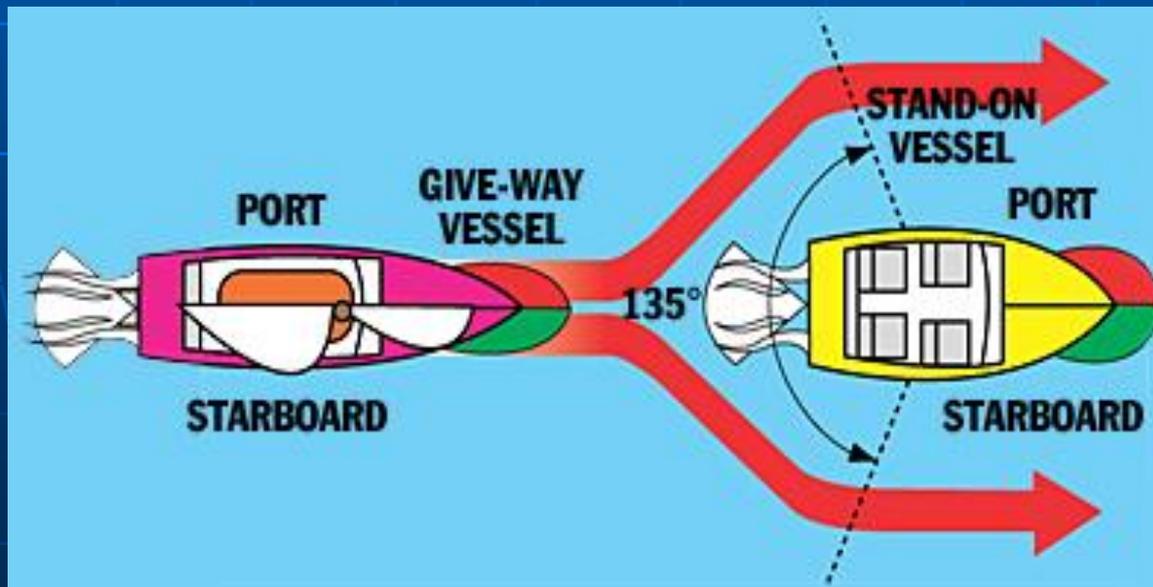
C. the vessel which has the other on her starboard side shall keep out of the way.

REMEMBER, IF IN DOUBT OF AS TO WHETHER OR NOT YOU ARE GOING TO COLLIDE WITH ANOTHER VESSEL, STOP, SLOWDOWN, OR CHANGE COURSE!

NAVIGATION RULES

Overtaking

A vessel that is being overtaken is the stand-on vessel. A vessel that is overtaking another vessel is the give-way vessel.



NAVIGATION LIGHTS

All vessels are required to be equipped with and have illuminated properly working navigation lights when:

- Away from the dock between sunset and sunrise and
- During hours of restricted visibility such as fog or heavy rain.

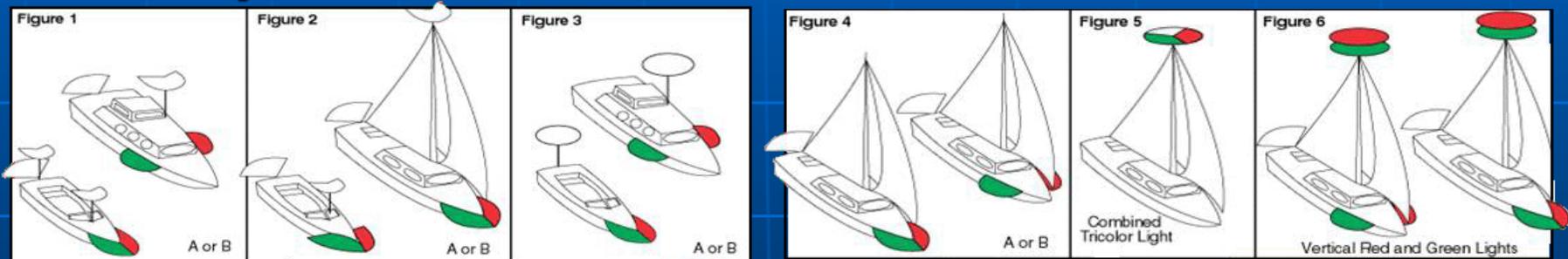


Figure 7: Diagrams showing light placement on a motorboat (A), a sailboat (B), a small motorboat (C), and a small motorboat with a combined light (D, labeled 'Great Lakes only').

Location of Lights on Vessel	Visible Range		Degrees of Arc of Light
	less than 12 meters	12 meters to less than 20 meters	
Masthead	2	3	225°
All-round	2	2	360°
Side Lights	1	2	112.5°
Stern Light	2	2	135°

NAVIGATION LIGHTS

QUESTION:

What color indicates the port side of a vessel?

- A. Blue
- B. Green
- C. Red
- D. Yellow

NAVIGATION LIGHTS

What color indicates the port side of a vessel?

Answer:

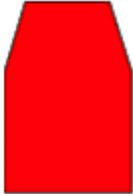
C. RED

STARBOARD- *is the right side of a vessel; at night this side is illuminated with a **GREEN** light.*

PORT- *is the left side of a vessel; at night this side is illuminated with a **RED** light.*

AIDS TO NAVIGATION

A responsible operator must know aids to navigation, or “traffic signals” that assist boaters navigating through waters. Review these common aids and their meaning:

			
BOATS KEEP OUT! <i>Nature of danger may be placed outside crossed diamond such as dams, swim areas or rapids.</i>	DANGER! <i>Nature of danger may be indicated inside the diamond shape such as rocks, shoals, dams, construction or stumps.</i>	CONTROLLED AREA! <i>Area as indicated in circle such as speed limit, no fishing, no anchoring, ski only, slow-no wake, no prop boats or no ski.</i>	INFORMATION <i>Tells directions, distances, places, food, repairs, supplies and other non-regulatory messages.</i>
			
MOORING BUOY <i>White with reflectorized blue band. May have white light or reflector.</i>	CHANNEL <i>Lateral System. Buoy on port side facing upstream.</i>	CHANNEL <i>Lateral System. Buoy on starboard side facing upstream.</i>	MID CHANNEL <i>Lateral System. Pass close on either side.</i>

AIDS TO NAVIGATION

QUESTION:

Which aid to navigation instructs a boat operator to “Keep Out?”

- A. An orange Circle
- B. An orange Square
- C. An orange Diamond
- D. An orange Crossed Diamond

AIDS TO NAVIGATION

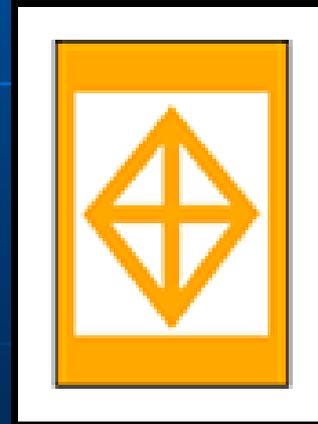
QUESTION:

Which aid to navigation instructs a boat operator to “Keep Out?”

Answer:

D. An orange Crossed Diamond

- **Boats Keep Out** buoys mark areas where vessel operation is prohibited.
- Typical areas for these buoys are swim beaches and dams.



TRAILERING YOUR VESSEL

The trailer and towing vehicle should be designed to fit your vessel.

The towing hitch must be appropriate for the loaded trailer.

Two safety chains should be crisscrossed underneath the coupler and attached to the tow vehicle from the trailer to support the trailer's coupler in case the coupler becomes undone.



TRAILERING YOUR VESSEL

Secure the vessel on the trailer and the gear within the vessel.

Inspect and maintain the trailering equipment.

Drive cautiously when trailering a vessel.

The driver should always remember to allow for the added length and weight of trailer.



TRAILERING YOUR VESSEL

QUESTION:

What should be crisscrossed and attached to the tow vehicle from the trailer underneath the coupler to support the trailers coupler in case the coupler becomes undone?

- A. Electrical wires
- B. Two strong safety chains
- C. Radio antennas
- D. Bow lines

TRAILERING YOUR VESSEL

QUESTION:

What should be crisscrossed and attached to the tow vehicle from the trailer to support the trailers coupler in case the coupler comes undone?

Answer:

B. Two strong safety chains.

Two strong safety chains will cradle the coupler of the trailer if it becomes disconnected from the tow vehicle.

Safety chains should be able to hold the weight of the trailer, engine, and boat.



SAFETY PRECAUTIONS

BEFORE AN OPERATOR GETS ON THE WATER HERE ARE SOME THINGS A SAFE BOATER SHOULD DO:

Know your **BOATS CAPACITY**. A boat that is overloaded with too many people or too much equipment may cause the boat to capsize or swamp easily. Always follow the manufacturer's recommended capacity.

File a **FLOAT PLAN**. Each time an operator goes out on the water it is important to let someone know where you are going and when you expect to return.

SAFETY PRECAUTIONS

QUESTION:

Which of the following should a boat operator complete before getting on the water?

- A. A float plan
- B. A circle around the boat launch
- C. Plans for lunch
- D. A fuel consumption plan

SAFETY PRECAUTIONS

FLOAT PLANS

QUESTION:

Which of the following should a boat operator complete before getting on the water?

Answer:

A. A Float Plan

Float Plans should be filed and left with a competent individual before leaving for voyage. These plans should include information such as name, address, and telephone of person completing the plan, description of the vessel, phone numbers, registration number of vessel, description of tow vehicle and trailer, location of launch, areas expected to travel, expected time of departure and time of return, emergency numbers to call if vessel does not return.

FLOAT PLAN	
<small>Complete this form before going boating and leave it with a reliable person who can be depended upon to notify the Coast Guard or other rescue organization should you not return as scheduled. Do not file this plan with the Coast Guard. A word of caution: in case you are delayed, and it's not an emergency, inform those with your float plan, the police and/or Coast Guard of your delay in order to avoid an unnecessary search!</small>	
1. Name of person reporting and telephone number _____	
2. Description of boat: Type _____ Color _____ Trim _____ Registration no. _____ Length _____ Name _____ Make _____	
3. Persons aboard: — Name _____ Age _____ Address & Telephone No. _____ _____	
4. Engine type _____ H.P. _____ No. of engines _____ Fuel capacity _____	
5. Survival equipment: (check as appropriate) Life preserver _____ Flare _____ Mirror _____ Horn _____ Smoke signals _____ Flashlight _____ Raft or dinghy _____ EPIRB _____ Paddles _____ Food _____ Water _____ Anchor _____	
6. Radio: Yes / No _____ Type _____ Freq. _____	
7. Trip Expectations: Leaving from _____ Going to _____ Leave at (Date) _____ (Time) _____ AM / PM Return by (Date) _____ (Time) _____ AM / PM But in no event later than (Date) _____ (Time) _____ AM / PM	
8. Any other pertinent info: _____	
9. Automobile make _____ Color _____ License no. _____ Trailer license no. _____ Where parked _____	
10. If not returned by _____ (Time) Date _____ call the Coast Guard or _____ (local authority) Telephone numbers _____	
<small>Distributed by United States Power Squadrons - Sail and Power Boating For information on Boating Classes in your vicinity call 1-800-336-2628</small>	

SAFETY PRECAUTIONS

FUELING YOUR VESSEL SAFELY

If the vessel is equipped with a power ventilation system, it should be run for a minimum of four minutes before starting the engine to reduce the risk of an explosion.

Close all windows, doors, hatches before fueling. Open them after fueling and allow time for any vapors to escape before starting the engine.



SAFETY PRECAUTIONS

QUESTION:

What should be run for four minutes before starting the engine if the vessel is equipped with it to reduce the risk of explosion?

- A. The radio
- B. The radar
- C. The power ventilation system
- D. The bilge

SAFETY PRECAUTIONS

QUESTION:

What should be run for four minutes before starting the engine if the vessel is equipped with it to reduce the risk of explosion?

Answer:

C. The power ventilation system.



The Power Ventilation System helps to reduce the risk of explosion from fuel vapors by eliminating the vapors from the engine compartment. Always sniff for vapors before starting the engine.

PERSONAL FLOTATION DEVICES

When operating a vessel on Louisiana waters, operators are required to have a United States Coast Guard approved Type 1, 2, 3, or 5 personal flotation devices (PFD's) on board for the number of people on board.

Any vessel 16 feet or longer must also have a United States Coast Guard approved Type 4 PFD on board.

PFD's must be of proper size and fit and be readily accessible.

PERSONAL FLOTATION DEVICES

Type 1—Offshore

These PFD's are designed to provide flotation in rough seas as well as providing floatation for extended periods of time in remote locations where an immediate rescue is not possible.

This PFD will turn most unconscious victims face up in the water.



PERSONAL FLOTATION DEVICES

Type 2—Near Shore Vest

Type 2 vests are designed to provide enough flotation for a rescue that is quick and where waters are calm.

It will not turn an unconscious victim face up in all situations



PERSONAL FLOTATION DEVICES

Type 3—Flotation Aids

This device is designed for conscious wearers who are capable of keeping their faces out of the water.

It is typically a vest style device and it is used in calm waters and quick rescues.



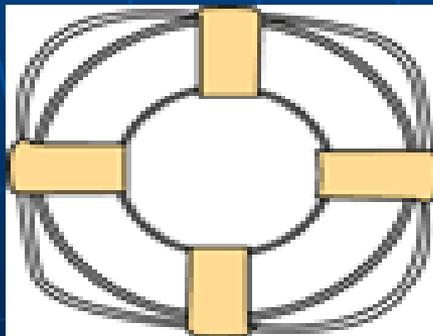
PERSONAL FLOTATION DEVICES

Type 4—Throwable Devices

These devices are designed to be thrown to a conscious victim that is in the water.

It is not designed to be worn or for victims who are unable to hold on to the device.

It is to be used primarily in calm waters.



PERSONAL FLOTATION DEVICES

Type 5—Special Use Devices

These devices are designed for specific uses such as waterskiing or whitewater activities.

They come in a variety of designs such as body suits or float coats and they must be used in accordance to the USCG Label to be acceptable.

This category also includes some inflatable PFD's.



PERSONAL FLOTATION DEVICES

QUESTION (TRUE OR FALSE):

A United States Coast Guard approved Type 1, 2, 3, or 5 personal floatation device (pfd) is not required for every person on board a vessel.

- A. True
- B. False

PERSONAL FLOTATION DEVICES

QUESTION (TRUE OR FALSE):

A United States Coast Guard approved Type 1, 2, 3, or 5 personal flotation device (pfd) is not required for every person on board a vessel.

ANSWER:
B. FALSE



When operating a vessel on Louisiana waters, operators are required to have a United States Coast Guard approved Type 1, 2, 3, or 5 personal flotation devices (PFD's) on board for the number of people on board.

REMEMBER:

PFD'S should be in good condition, properly sized for the occupants, and readily accessible!

PERSONAL FLOTATION DEVICES

Children 16 years old or younger are required by Louisiana law to wear a properly sized and fitted Type 1, 2, or 3 USCG approved PFD while underway on vessels less than 26 feet long.



DID YOU KNOW!

- Nationally nearly 70 percent of all boating fatalities are drown.
- It is estimated that nearly 80 percent of those people who drown would have survived if they had worn a personal flotation device.



PERSONAL FLOTATION DEVICE

- Anyone onboard a vessel less than 16 feet (Class A), propelled by a hand tiller outboard motor (see next slide) is required to wear a Type 1, 2, 3, or 5 United States Coast Guard approved personal flotation device (PFD) while the vessel is underway.

PERSONAL FLOTATION DEVICE

- A **hand tiller outboard** is described as an outboard motor that has a tiller or steering arm attached to the outboard motor to facilitate steering and does not have any mechanical assist device which is rigidly attached to the boat and used in steering the vessel, including but not limited to mechanical, hydraulic, or electronic control systems. This does not include any type of electronic trolling motor.



ENGINE SHUTOFF DEVICES

Engine Shutoff Devices are designed to shut off an engine of a motorboat if the operator is thrown out of the boat or thrown from the operating position.

Typically, the operator connects a lanyard to his wrist or PFD. Some engine cutoff devices use remote sensors to detect when a person has gone overboard to shut off the engine.

The engine cuts off when the lanyard is pulled from the switch.

By shutting off the motor when the operator is ejected from the vessel, many propeller strike injuries and/or deaths can be prevented by eliminating the boat from running over the passengers/operator after ejection.

ENGINE SHUTOFF DEVICES

QUESTION (True or False):

An engine shutoff device is designed to shutoff the engine of a boat if the lanyard has been pulled from the motor, usually when the operator is ejected or if remote sensor indicates a person has fallen over board.

- A. True
- B. False

ENGINE SHUTOFF DEVICES

QUESTION (True or False):

An engine shutoff device is designed to shutoff the engine of a boat if the lanyard has been pulled from the motor, usually when the operator is ejected or if a remote sensor indicates a person has fallen over board.

Answer:
A. True

Engine shutoff devices are one of the most effective ways to prevent propeller strike injuries that usually occur when the operator is ejected from the vessel or in many cases a passenger is ejected.



ENGINE SHUTOFF DEVICES

- An operator of a vessel less than 26 feet (Class A and Class One), propelled by a hand tiller outboard motor in excess of 10 horsepower, is required to use an engine cutoff switch while underway, if the outboard motor is originally equipped with such device.

FIRE EXTINGUISHERS

Type B “Marine Type USCG Approved” fire extinguishers are required for all vessels with the following situations:

If the vessel has permanently installed fuel tanks.

If the vessel has an inboard engine.

If the vessel has any closed compartments which can house portable fuel tanks.

If the vessel has a double bottom which is not sealed or is not filled with any type of flotation material.

If the vessel has any closed living quarters.



FIRE EXTINGUISHERS

QUESTION (True or False):

A 16 foot vessel with a permanent fuel tank is not required to have a USCG approved fire extinguisher.

- A. True
- B. False

FIRE EXTINGUISHERS

QUESTION (True or False):

A 16 foot vessel with a permanent fuel tank is not required to have a USCG approved fire extinguisher.

ANSWER:

B. FALSE

Fire extinguishers should be placed away from the engine and in an upright position if possible. Remember the PASS principle when using a fire extinguisher:

Pull the pin

Aim at base of fire

Squeeze the handle

Sweep side to side

CONCLUSION

- Thank you for completing the *SAFE BOATING IN LOUISIANA* online boating course for state employees. If you have questions or need further information regarding boating safety, please visit the Louisiana Department of Wildlife and Fisheries website at www.wlf.louisiana.gov.
- On the next page you'll be asked to enter a code in the blue box. Enter this code to complete the course:

SAFE BOATING