

STATE OF OREGON

State-Specific Boating Requirements

SL 1. Law Enforcement Authority

Marine Patrols

Oregon State police and county Sheriffs Marine Officers of the Marine Patrol have the authority to enforce all boating laws and regulations. The Marine Board contracts with county sheriffs and the Oregon State Police to provide marine services. Marine officers patrol Oregon's waterways and enforce boating laws.

A boat approaching or being approached by a law enforcement vessel with a flashing blue light or siren must immediately slow and alter its course so as not to interfere with the operation of the law enforcement vessel.)

A peace officer may stop any boat and direct it to a suitable pier or anchorage for boarding. No person may knowingly flee or attempt to elude any law enforcement officer after having received a signal from a law enforcement officer to bring the boat to a stop.

The U.S. Coast Guard (USCG) also has enforcement authority on all federally controlled waters.

Applicability Exemption

County Sheriffs, Oregon State Police, and local, state and federal agencies are exempt from operational restrictions when conducting official business.

SL 2. Age Restrictions

You must be 12 or older to operate a powerboat. The minimum age to be able to operate a Personal Watercraft (PWC) is 16. An adult at least 18 year old must be aboard when a minor (ages 16 to 17) is operating a PWC.

SL 3. Boater Safety Education Requirements

Effective January 1, 2007, boaters 60 years of age and younger must now carry a boater education card when operating powerboats (including personal watercraft or any motorized watercraft) greater than 10 horsepower. Youths 12-15 years of age also need a boater education card when operating any size powerboat, even, for example, an electric-powered canoe.

In addition, a person 12 to 15 years of age with a boating safety certificate may operate a motorboat with an engine greater than 10 horsepower if accompanied by and under the direct supervision of a parent, guardian or responsible person (16 years of age or older for a powerboat, 18 for personal watercraft) who possesses a boating safety certificate.

A person may operate a motorboat or PWC with an engine greater than 10 horsepower if the person:

- (1)(a) Is at least 16 years of age; and
- (b) Obtains a boating safety certificate; or

(2) Is accompanied by and under the direct supervision of a person 18 years of age or older who has obtained a boating safety certificate

Completing a boating safety course may reduce your boat insurance 10-15%. In the classes, you will learn skills essential to safe boating: legal requirements, rules of the road, aids to navigation, chart interpretation, compass use, boat handling, seamanship, practices and procedures. The boater education card is a lifetime card (no renewal necessary). One-time \$10 application fee (not included in class or test fees).

SL 4. Vessel Registration

Certificate of number required.

To operate a sailboat 12' or more in length or any motorboat, an operator must carry a valid signed certificate of number on the boat.

Identifying number must be visible.

A boat must have the identifying number; e.g., "OR 123 AB"; displayed on each side of the boat's forward half.

Hull Identification Number (HIN) Inspection Rules.

Homemade boats and boats without a titling or registration history (new manufactured boats excepted) must be inspected by marine law enforcement or Marine Board staff.

SL 5. Maximum Loading and Horsepower

Overloading a boat beyond safe carrying capacity is prohibited.

See capacity plate for the manufacturer's recommendation. State law conforms to federal law requiring capacity plates on vessels.

The State of Oregon does not have any maximum loading and horsepower requirements that are in addition to federal regulations. To review federal regulations, refer to the section on Capacity Plates included in Chapter 1 of this course.

The following information was approved by NASBLA and is included in Chapter 3 of the Boater101 Course:

Capacity Plates

It is required for all mono-hull boats under 20 feet built on or after November 1, 1972 to have a capacity plate approved by the U.S. Coast Guard (USCG). In addition some manufacturers voluntarily install capacity plates on boats larger than 20 feet. This plate must be visible from the operator's station. The capacity plate lists a safe motor size, the maximum number of persons to be carried onboard and the total weight the boat can carry including persons, motor and gear. When operating your boat be sure to adhere to the restrictions listed on the capacity plate. Not only is it dangerous to overpower or overload a small boat since they can swamp or capsize more easily, but it is also illegal. In addition, overloaded boats will be more difficult to control. In many states, there are fines and penalties for exceeding capacity recommendations, including carrying more than the maximum number of people.

For vessels that are not equipped with a capacity plate, the following formula can be used to calculate the number of persons (averaging 150 lbs each) the vessel can carry safely in good weather:

$$\text{Number of people} = \text{vessel length (feet)} \times \text{vessel width (feet)} \div 15$$

SL 6. Equipment and Lighting Requirements

Note: All children 12 and younger must wear a life vest when in a boat underway.

Equipment requirements vary with the size of the boat and its source of power. Type of construction and motor will also cause equipment requirements to vary. Motorboats when used in racing and similar activities are generally exempt from whistle, bell, fire extinguisher and muffler requirements. Sailboats with motors, whether inboard or outboard, are considered motorboats. PWCs are also considered motorboats. Boats not properly equipped can be fined up to \$350.

Sailboats and Manually Propelled Boats...Must carry the following equipment:

Personal flotation devices (PFDs) -

Boats less than 16 feet in length and all canoes, rafts and kayaks, must carry one Type I, II or III wearable device of suitable size for each person on board.

A throwable device Type IV will not meet the carriage requirements for these boats.

Boats 16 feet and over, except canoes and kayaks, must have one Type I, II or III device of suitable size aboard for each person as well as one type IV throwable device. The Type I, II and III devices must be readily accessible to all persons on board. The Type IV device must be immediately available for use.

Navigation lights (required only when underway or at anchor between sunset and sunrise, and during periods of restricted visibility). Refer to chapters 2 and 3 if you need to review the lighting requirements.

Sound devices: A boat less than 39 feet 4 inches (12 meters) must carry a sound signaling device such as a whistle or compressed air horn.

Motorboats Less Than 16 Feet in Length

Must carry the following equipment:

PFDs

Boats under 16 feet in length and all canoes, rafts and kayaks, must carry one Type I, II or III wearable device of suitable size for each person on board.

A throwable device Type IV will not meet the carriage requirements for these boats.

Sound devices: A boat less than 39 feet 4 inches (12 meters) must carry a sound signaling device such as a whistle or compressed air horn.

One B-I type approved fire extinguisher when no fixed fire extinguishing system is installed in machinery space(s). (Fire extinguishers are not required on outboard motorboats less than 26 feet in length and of open construction.) No B-I type extinguisher is required if an approved fixed fire extinguishing system is installed in machinery space(s).

An approved carburetor backfire flame arrestor for inboard motors not exposed to the atmosphere above the gunwhale.

An effective muffling system for the exhaust of each internal combustion engine.

A ventilation system, the particular type dependent upon when the boat was built.

Navigation lights appropriate for your vessels size are required only when underway or at anchor between sunset and sunrise, and during periods of restricted visibility. Refer to chapters 2 and 3 if you need to review the lighting requirements.

Motorboats 16 Feet to Less Than 26 Feet

Must carry the following equipment:

One USCG-approved PFD of an appropriate size readily accessible for the intended wearer - Type I, II or III wearable for each person on board and one Type IV.

Sound devices: A boat less than 39 feet 4 inches (12 meters) must carry a sound signaling device such as a whistle or compressed air horn.

One B-I type approved fire extinguisher when no fixed fire extinguishing system is installed in machinery space(s). (Fire extinguishers are not required on outboard motorboats less than 26 feet in length and of open construction.) No B-I type extinguisher is required if an approved fixed fire extinguishing system is installed in machinery space(s).

An approved carburetor backfire flame arrestor for inboard motors not exposed to the atmosphere above the gunwhale.

An effective muffling system for the exhaust of each internal combustion engine.

A ventilation system, the particular type dependent upon when the boat was built.

Navigation lights appropriate for your vessels size are required only when underway or at anchor between sunset and sunrise, and during periods of restricted visibility. Refer to chapters 2 and 3 if you need to review the lighting requirements.

Motorboats 26 Feet to Less Than 40 Feet

Must carry the following equipment:

One USCG-approved PFD of an appropriate size readily accessible for the intended wearer - Type I, II or III wearable for each person on board and one Type IV.

Sound devices: A boat less than 39 feet 4 inches (12 meters) must carry a sound signaling device such as a whistle or compressed air horn.

Two B-I types approved portable fire extinguisher or one B-II type approved portable fire extinguisher. When an approved fixed fire extinguishing system is installed, one less B-I type extinguisher is required.

An approved carburetor backfire flame arrestor for inboard motors not exposed to the atmosphere above the gunwhale.

An effective muffling system for the exhaust of each internal combustion engine.

A ventilation system, the particular type dependent upon when the boat was built.

Navigation lights appropriate for your vessels size are required only when underway or at anchor between sunset and sunrise, and during periods of restricted visibility. Refer to chapters 2 and 3 if you need to review the lighting requirements.

Motorboats 40 Feet to Less Than 65 Feet

Must carry the following equipment:

One USCG-approved PFD of an appropriate size readily accessible for the intended wearer - Type I, II or III wearable for each person on board and one Type IV.

Sound devices: A boat of more than 39 feet 4 inches (12 meters) but less than 65 feet 6 inches (20 meters) must carry on board a whistle and a bell. The whistle and the bell must comply with the existing federal specifications.

Three B-I type approved portable fire extinguisher or one B-I type approved portable fire extinguisher plus one B-II type approved portable fire extinguisher. When an approved fixed fire extinguishing system is installed, one less B-I type extinguisher is required.

An approved carburetor backfire flame arrestor for inboard motors not exposed to the atmosphere above the gunwhale.

An effective muffling system for the exhaust of each internal combustion engine.

A ventilation system, the particular type dependent upon when the boat was built.

Navigation lights appropriate for your vessels size are required only when underway or at anchor between sunset and sunrise, and during periods of restricted visibility. Refer to chapters 2 and 3 if you need to review the lighting requirements.

Personal Flotation Devices (PFDs)

To review the types of PFDs, refer to chapter 2.

All boats must carry at least one USCG--approved PFD/life jacket for every person aboard.

Such devices must be in serviceable condition. They must not have any rips, tears or broken straps.

All PFDs must also be kept readily available for use in an emergency situation. PFDs in a plastic bag or in a storage compartment are not considered readily available.

Mandatory PFD Usage

All children under the age of 12 must wear a USCG-approved PFD while on an open deck or cockpit of vessels that are underway.

Non-swimmers should always wear PFDs. All devices must be suitable in size if they are designed to be worn. Adult devices do not satisfy legal requirements for children, just as children's devices do not meet flotation requirements for adults.

Persons being towed are considered on board the towing boat and there must be an approved Type I, II or III PFD aboard for each.

Each person on board a PWC must wear a Type I, II or III PFD.

Inflatable PFDs are not approved for children or high-impact sports such as water skiing or riding personal watercraft.

Comfortable and lightweight, inflatable life jackets are more wearable and therefore, expected to save more lives.

Manufacturing standards were recently

established for inflatables. The USCG has approved several models that can be carried/worn in place of their bulkier counterpart. Boaters considering the purchase of inflatable life jackets should make sure the device has a USCG approval number on the label and that instructions are complied with. Boaters relying on inflatables that are not approved, or, that are not being utilized in accordance with the label, will be considered in non-compliance by law enforcement officers.

Lighting

All boats must show running lights between sunset and sunrise and during periods of restricted visibility. A sailboat operating under power or under power and sail must display the proper lights for a powerboat. All boats need to have and display the proper lights according to U.S. Coast Guard regulations. Refer to Chapters 2 and 3 to refresh your memory.

Day Shape

Vessels under sail also being propelled by machinery must exhibit forward, where it can best be seen, a conical shape, apex down. Vessels less than 12 meters are not required to exhibit the day shape in inland waters.

Automotive Equipment

Equipment such as starter motors, alternators/generators and air cleaners are not intrinsically safe and should not be used in gasoline-powered boats. Never use automotive parts for marine use.

Ventilation (Fuel Vapors)

Any boat using a fuel with a flashpoint of 110 (degrees) or less (gasoline, but not diesel) that has any enclosed engine or fuel tank spaces (not open to the atmosphere) must have an efficient ventilation system to disperse explosive gases. Natural ventilation consists of at least two ventilation ducts fitted with cowls or their equivalent. At least one exhaust duct extending to the lower portion of the bilge and at least one intake (supply) duct extending to a point midway to the bilge or at least below the level of the carburetor air intake is required. Boats built after July 31, 1980 are required to have powered ventilation (exhaust blower) for engine compartments that are not open to the atmosphere. These boats must display a warning label such as this:

“Warning—Gasoline vapors can explode. Before starting engine operate blower for 4 minutes and check engine compartment bilge for gasoline vapors. Gas vapors contained in an enclosed space make a boat a potential bomb waiting to go off!”

Note: Check the galley! Butane and propane are even more dangerous than gasoline. Heavier than air, they flow rapidly into the lower part of the boat and are extremely difficult to remove. If you cook with a liquid petroleum gas such as propane or butane, be sure the fuel tank enclosure is properly ventilated.

Recommended Equipment

Along with the required equipment, the Oregon State Marine Board recommends carrying the following:

- Compass
- Anchor
- Fenders
- Flashlight
- Line
- Bucket
- Bilge Pump & Pads

- First Aid Kit
- Paddle
- Tool Kit
- Two Way Radio
- Distress Signals

Federal Requirements

All vessels used on coastal waters must be equipped with USCG-approved visual distress signals.

SL 7. Marine Sanitation Devices (MSDs)

Oregon has no state laws on MSDs that are in addition to federal regulations. All boat operators in the State of Oregon are required to obey federal laws regarding MSDs. Oregon law prohibits discharge of any sewage, treated or untreated, into the state's freshwaters. Recreational vessels with installed toilet facilities must have onboard an operable marine sanitation device (MSD). All installed devices must be USCG certified. Type III MSDs must have the "Y"-valve secured to prevent waste from being discharged into the water.

SL 8. Muffling Devices

Motorboats are required to have a mechanical means of reducing (muffling) the engine exhaust sound level.

No motorboat exhaust sound can exceed 90 dBA if boat was manufactured before Jan. 1, 1993, or 88 dBA if boat was manufactured after January 1, 1993.

SL 9. Boating Accidents

- Responsibilities of a boat operator at an accident scene: Anyone involved in a boating accident must give his or her name, address, other required information and aid to injured person(s), including transportation to a hospital, if treatment appears necessary or is requested by an injured person(s).
- Leaving a boating accident scene before performing operator's duties is a Class C felony punishable by five years in jail and/or a \$100,000 fine.

Boat operators involved in an accident resulting in death, injury or property damage exceeding \$2,000 must report the accident to the Oregon State Marine Board on a Marine Board accident form:

- If the accident results in death or injury, a report must be filed within 48 hours of the accident.
- If the accident results in property or equipment damage only, a report must be filed within 10 days of the accident.

Occupants are responsible for making an accident report when operator is physically incapable of doing so.

SL 10. Vessel Speed Restrictions

Reckless operation-speed.

A violation occurs if, due to a boat's speed, it cannot be stopped by reasonable means in the distance ahead. Example of violation: Your boat runs over, or into, an object because you are traveling too fast to stop in time.

Basic rule for Slow-no wake

Operators of boats must observe Slow-no wake, maximum 5 mph speed limit within 200 feet of a boat ramp, marina or moorage with a capacity for six or more vessels; a floating home moorage with six or more structures; or people working at water level. Operators may be

liable for damage caused by wake. This rule does not apply to commercial vessels or river navigation when more speed is needed to ensure safe passage.

SL 11. Mooring to Markers or Buoys

It is unlawful to moor or attach a vessel to a beacon, light, buoy (except a mooring buoy) or any other navigational aid installed on public waters by proper authorities. It is also unlawful to tamper with, move, displace, damage or destroy any navigational aid.

SL 12. Reckless and Careless Operation

Operators must know how to operate a boat without causing danger to others. The following are violations of safe boating laws:

- **Unsafe operation**
Operations that endanger or would likely endanger a person or property. Example of violation: Your boat wake causes a canoe to nearly capsize.
- **Reckless operation**
It is unlawful to operate a boat carelessly in willful disregard of others. Example of violation: You pull a skier through an area where swimmers are present in spite of the boat exclusion buoys.
- **Reckless operation-speed**
A violation occurs if, due to a boat's speed, it cannot be stopped by reasonable means in the distance ahead. Example of violation: Your boat runs over, or into, an object because you are traveling too fast to stop in time.

Maintaining a proper lookout

The operator of a boat must keep a proper lookout at all times while underway. Example of violation: You are pulling and watching the skier, not the water ahead.

Basic boat traffic rules:

- Meeting head-on — Except when risk of collision exists, boaters must bear right and pass on the other boat's left side.
- Crossing — When approaching at an angle, the boat on the right side has right-of-way.
- Passing — A boat may overtake another boat on either side, but must grant right-of-way to the boat that is overtaken.

Boats proceeding downriver have right-of-way over boats proceeding upriver. Note: Having the right-of-way does not allow the operator to endanger others.

Boat traffic lanes

A boat's position while anchored must not obstruct the passage of other boats.

Boat operation is prohibited within a marked swimming area.

In navigation channels, deep-draft commercial vessels have right-of-way.

Riding on bows, decks, gunwales or transoms of a motorboat

It is unlawful to sit on the gunwales or the transom of a motorboat at a speed exceeding 5 mph unless the boat has adequate guards or railing.

Sitting on the bow deck is prohibited while underway without adequate railings.

Riding on the bow, transom or gunwale railings while underway is prohibited.

Standing on the decking over the bow is allowed for mooring or casting off.

Especially Hazardous Condition

Peace officers observing a boat being operated on Oregon waters in an especially hazardous condition may order the operator to move to the nearest safe moorage and remain there until the condition is remedied. An especially hazardous condition is:

- Improper or insufficient PFDs, fire extinguishers, backfire arresting devices on carburetors, or navigation lights between sunset and sunrise.
- Overloading.
- Overpowering.
- Leakage of fuel from the boat engine, fuel system or fuel in the bilge.

Teak Surfing

Teak surfing is where individuals hold on to the swim platform of a boat and then let go and body surf the boat's wake while the boat moves forward. This practice is now illegal in the state of Oregon due to the risk of injury and carbon monoxide poisoning. People who operate a motorboat with someone holding onto or occupying the portion of the boat aft of the transom could receive a maximum fine of \$360.00.

Safe Anchoring

Each year, improper anchoring is the cause of injury and death. Swift currents, high flows and cold water make the following anchoring procedures imperative:

- Use anchor line seven to ten times the depth of the water.
- Bring the bow into the wind or current; put motorboat engines in neutral.
- Lower anchor over the bow, do not toss or throw overboard.
- Always secure anchor line to the bow.
- Never anchor over the stern or sides of boats; this has caused many boats to capsize and sink.
- Make sure arms, legs, hands and feet are completely clear of line before lowering anchor.
- Anchoring in a position that obstructs a passageway ordinarily used by other boats is against the law.

SL 13. Interference with Navigation

It is against federal law to operate a watercraft so it obstructs or tends to obstruct ordinary navigation. Do not anchor in the main channel when there is commercial vessel traffic.

SL 14. Boating Under the Influence

Boating and alcohol is a deadly mix. Alcohol is involved in approximately 30 percent of boating fatalities in Oregon each year, 50-70 percent nationwide. Marine Deputies are trained to recognize drug and alcohol impaired boat operators and will arrest impaired boaters in an effort to keep Oregon's water safe. A person convicted of BUII:

- Could face fines of up to \$6,250 and up to a year in jail.
- Must complete a boating safety class.
- Lose his or her boat operation privileges for one year.
- Have boat registrations suspended for up to three years.

Oregon's BUII laws apply to motorized and non-motorized watercraft alike. Remember, in a raft, everyone with a paddle is an operator.

Operation of a boat, including non-powered boats, while under the influence of intoxicants is prohibited on all waterways.

Boaters should be aware that:

- By operating a boat, they have consented to submit to field sobriety tests;
- A blood alcohol level of 0.08% or more is considered "under the influence";
- Bail schedules for the alleged offense could be up to \$6,250;
- Operating under the influence is a Class A misdemeanor. If convicted, a boater faces a maximum penalty of \$5,000 and/or 1 year in jail;

- Upon conviction, offending operators have all boat registrations in their name suspended for up to 3 years, are not allowed to operate a boat for 1 year, and are required to complete a boating safety course;
- A person who knowingly operates a boat in violation of a court order for conviction of ORS 830.325 commits a Class A misdemeanor; and
- A conviction for Boating Under the Influence of Intoxicants is equivalent and counts toward any of the first three arrests for Driving Under the Influence of Intoxicants.

SL 15. Mandatory Violator Education

In Oregon, anyone convicted of BUUI must take a boating safety education course (see above).

SL 16. PWC Regulations

Owners/operators of PWCs must:

- Wear, and have passengers wear, USCG-approved, inherently buoyant Type I, II or III PFD.
- Attach lanyard-type cutoff switch, if equipped by manufacturer, to person, clothing or PFD.
- Effectively muffle craft.
- Equip craft with required lights to operate between sunset and sunrise.
- Operate craft in reasonable, prudent manner.
- Unsafe or reckless maneuvers that endanger people or property include weaving through congested boat traffic, jumping wake unreasonably close to another boat or when its operator's vision is obstructed, swerving to avoid collision at the last moment, are illegal. Allowances will be made for participants in professional exhibitions and officially sanctioned events.
- Prohibit operation of craft by persons under the age of 16 unless accompanied on the craft by a person 18 or over, or prohibit rental to persons under 18.
- Operate craft no closer than 200 feet behind water skier or other towed devices.

Do not tow a water skier or any floating device with the PWC unless another person on the PWC continuously observes person being towed; and the PWC is large enough to carry operator, observer, and person being towed.

Observe Slow-no wake, maximum 5 mph speed limit:

- Within 200 feet of a swimmer, surfer, diving flag, bank or wading angler; dock, swim float, ramp, pier, marina, floating home, or boathouse;
- Within 100 feet of any anchored or non-motorized vessel;
- Within 200 feet of shoreline on all lakes, reservoirs, and bays, with the safe take-off of a water-skier from shore excepted;
- Do not operate in excess of 10 MPH when approaching within 100 feet of a motorized or sail vessel underway.

Chasing, harassing, molesting or disturbing wildlife with a PWC is strictly prohibited.

PERSONAL WATERCRAFT (PWC) ACCESS

Lakes and reservoir impoundments on Oregon rivers are open to PWC subject to local operating rules in OAR Ch. 250, Div. 20. For closures and other restrictions on PWC use, see the chart below.

The following table lists which rivers and river sections are open to personal watercraft use. All other rivers not listed are closed to PWC. (OAR 250-021-0040)

Rivers	Section of River Open -- Subject to Local Operating Rules
Alsea	Downstream from Hatchery Creek (approx. RM 12).
Chetco	Below the head of tide.

Clackamas	From the river mouth to Clackamette Lake (RM 0.7).
Columbia	Entire river.
Coos	Below its confluence with the Millicoma River.
Coquille	Downstream from the Hwy 42 S bridge at the City of Coquille.
Deschutes	Between Heritage Landing boat ramp (RM 0.5) and the Columbia River.
Elk	Downstream from the Ironhead launch ramp.
John Day	(Sherman/Gilliam County) below Tumwater Falls (RM 10).
Kilchis	Downstream from the Parks boat ramp at Hwy 101 bridge.
Miami	Downstream from the Hwy 101 bridge.
Millicoma	Below Allegany.
Necanicum	Entire river, subject to Slow-no wake max. 5 mph speed limit.
N Fork Nehalem	Below Aldervale.
Rogue	Between Gold Rey Dam and the Applegate River; below the mouth of Snout Creek.
S Fork Nehalem	From the mouth of Peterson Creek (RM 10.3) to Nehalem River Falls (RM 15.7), open from Sept. 1 through March 30.
Siletz	Downstream from the Morgan's Park boat ramp.
Sixes	Downstream from the Hwy 101 bridge.
Siuslaw	Downstream from the Hwy 126 bridge at Mapleton.
Snake	Above Hells Canyon Dam.
Trask	Downstream from the Hwy 101 bridge.
Umpqua	Downstream from Scottsburg Park.
Wilson	Downstream from Sollie Smith boat ramp.
Willamette	Downstream from the Beltline Road overpass at RM 178
(Main stem)	Eugene. (Note: The McKenzie, Molalla, Santiam, Tualatin, Yamhill and all other Willamette tributaries are closed to PWC.)
Yaquina	Downstream from the Toledo Airport boat ramp (RM 9).

SL 17. Water Ski Regulations

When water skiing or using other towed devices, the following actions are prohibited:

- Reckless, negligent riding of towed devices endangering persons or property.
- Water skiing or towing devices from sunset to sunrise.
- Operation of towing boat or other devices that may lead to potential collision of water skier with a person or object
- Water skiing while under the influence of intoxicants.
- Towing skier without continuous observation of skier by an observer.
- Operating without a "skier down" flag.

Water ski courses and ski jumps

A permit is required from the Oregon State Marine Board to install devices not associated with an authorized marine event.

Other devices also include race buoys and kayak race gates.

Applications are available from the Marine Board.

SL 18. Divers-down Flag

Federal navigation rules require vessels restricted in the ability to maneuver to display appropriate day shapes or lights. To meet this requirement, recreational vessels engaged in diving activities may exhibit a rigid replica of the international code flag "A" or a "Divers-Down" flag not less than one meter in height, or at night, display navigation lights 360 degrees red on top, white in middle and red on the bottom. Scuba divers, skin divers and snorkelers must mark their diving area by means of a diver's down flag.

Federal law requires divers to use a diver-down flag and boats must keep the proper distance (200 feet) from the flag.

SL 19. Liveries (Rental Agencies) and Other Information

Personal watercraft liveries must: not rent to persons under 18; provide only either Type I or III inherently buoyant USCG-approved life jackets to everyone on board; provide safe operation information, have each renter complete a dockside safety checklist and sign the copy of the form. Each renter will need to carry their portion of the checklist with them while boating, in order to be exempt from carrying their boater education card.

Seaplanes

Seaplanes are considered boats when on water, subject to boating regulations when on Oregon waters. They are considered planes when "in flight," from start of take-off to end of normal power-off landing run, subject to FAA regulations.

For local regulations, consult the Aeronautics Section of the Oregon Dept. of Transportation (ODOT).

Outfitters/Guides

Oregon regulations require outfitters and guides who carry passengers in class III and higher whitewater to have the guides and passengers wear an approved personal flotation device (PFD) while operating in Class III or higher rapids. PFDs that are approved for this use in the state of Oregon include a U.S. Coast Guard approved Type I, III, or V PFD that is suitable for use in whitewater (not restricted in its approval). Inflatable PFDs are not approved for whitewater use. Outfitters/guides must register with the Oregon State Marine Board. A new rule amendment clarifies Board authority to reprimand an outfitter/guide or suspend, revoke, or deny registration up to 24 months for serious or repeated violations.. To find out whether an outfitter/guide is registered, call the Marine Board at (503) 378-8587.

SL 20. Other State-Specific Regulations

Regulations for specific areas can be found in ORS 830.175. The use of motors is prohibited on certain lakes – see ORS 830.180. For speed restrictions in certain areas, see ORS 830.185.

SL 21. Environmental Awareness

For regulations concerning Oregon's Scenic Waterways, see OAR 250-030-0010 *et seq.* For Oregon's Adopt-A-River Program, see OAR 250-017-0000 *et seq.*

Fishing Regulations

Fishing in some water bodies may be restricted. Visit The Oregon Department of Fish and Wildlife for details: <http://www.dfw.state.or.us/resources/fishing/>.

New Outboard Motors

The U.S. Environmental Protection Agency has initiated new laws phasing out the old outboard engines. By 2006, federal regulations will require manufactures to replace old two stroke engines with newer technology cleaner engines.

The goal is to reduce emissions and improve air and water quality. In the end, boaters will benefit as much as the fish, wildlife and people who use the air and water around them. The new standards are already being phased in. In fact, most manufacturers already offer new-technology outboards that meet the higher standards. These engines offer many advantages to boaters and the environment. Direct fuel injection engines emit 75% to 95% less ozone-forming exhaust than conventional marine engines do for the same horsepower. Four-stroke engines emit even less.

In addition to being more environmentally friendly, the engines generally provide easier starting, faster acceleration, quicker throttle response, and reduced fumes and noise.

Significant improvements in fuel economy could save hundreds of dollars in fuel. Furthermore, the new fuel systems and engine designs will relieve boaters from the hassle of mixing fuel and oil.

As an added benefit to the boat owner, the emissions performance of these new OB/PWC marine engines will be covered by a federally mandated three-year or 200 hour warranty, more than double the warranty currently provided by most engine manufacturers.

Even though boat engines currently in use are not affected by this regulation, the Marine Board encourages replacing conventional 2-stroke outboards with quieter, cleaner, more efficient engines.

If you have a large outboard you don't plan to replace, consider purchasing a small four-stroke "kicker" to use when trolling or moving short distances. You'll save money on fuel, save wear-and-tear on your larger motor and enjoy a cleaner environment, too.

Help Prevent the Spread of Nuisance Species

All boaters need to play their part in preventing the spread of nuisance species. The following are things you should do to help:

- Inspect your boat and trailer, especially at these points. Remove any plants and animals you see before leaving the waterbody.
- Drain your motor, wet well, and bilge on land before leaving the waterbody.
- Empty your bait bucket on land before leaving the waterbody. Never release live bait into a waterbody, or release aquatic animals from one waterbody into another.
- Rinse your boat, trailer, and equipment. It is best to use high-pressure, hot water. A garden hose will work if no other option is available.
- Air-dry your boat and equipment for as long as possible. Five days is optimal.

As a general practice, following this checklist after each time you use your boat will prevent the spread of most aquatic nuisance species. Common nuisance species in Oregon include; Zebra Mussel, Hydrilla, and Mitten crabs.

What do you do if you find an Aquatic Nuisance Species?

Report it to one of these agencies:

- Oregon Department of Fish and Wildlife at (503) 872-5260
- Oregon Department of Agriculture Weed Control Division at (503) 986-4621

Boat Waste Collection Facilities

All boaters must help to keep away human waste from Oregon's waters. Human waste threatens fish and wildlife, and causes human illnesses such as hepatitis and *E. coli*. It is recommended to use boat waste collection facilities. To see pumpout, dump station, or float restrooms locations refer to Oregon's boating safety web site at www.boatoregon.com

Clean Boating

It is important to make sure that your boat is in top operating condition. Keep up on the proper maintenance of your boat and engines. Healthy engines help keep the waterways healthy. For clean boating tips refer to Oregon's boating safety web site at www.boatoregon.com

Additional Information

For more information on Oregon boating laws refer to the Oregon State Marine Board web site at <http://www.marinebd.osmb.state.or.us>.

More boating safety information for the State of Oregon can be found at <http://www.boatoregon.com>, and in the Oregon Revised Statutes at <http://www.leg.state.or.us/ors/830.html>.