

Boating Safety Manual Change Log

This document will be used to track all changes to the

University of Washington's [Boating Safety Manual](#).

Contact the [Boating and Diving Safety Program](#) with questions or to request changes to this log.

DATE	SECTION	NOTES
May 2024	All	Created Change Log – Boating Safety Manual. Grammar revisions Fixed broken links Formatted spacing throughout for readability Used language that is consistent with USCG requirements for recreational vessels, WAC, OSHA, DOSH
	P.2	Updated phone number for USCG Sector Puget Sound
	2.2	Replaced term “department owner” with “Departmental Vessel Manager (DVM)”
	2.6	Updated link for reporting accidents/injuries
	3.0	Added links to OSHA, LNI; Updated links to USCG Boarding Policy, LNI Boats and Employee Safety, DOSH Personal Flotation Devices (PFD); corrected WA State Parks and Recreation Commission as state authority for recreational boating; updated link to WA Boater Education Card.
	4.2	Updated time required to report marine casualty, minimum cost of damage that requires report to USCG.
	5.1	Specified that communication devices must work when wet.
	5.3	Revised time to refresh operator training from 3 to not less than 5 years.
	5.8	Cited unintentional grounding/prop strike, trailer operation problems as a reportable concerns.
	5.9	Safety briefings are required “for everyone aboard” Clarified fuel level required prior to departure Clarified that PFDs must be “readily accessible” Clarified details to include in Float Plan
	6.1	Replaced “Vessels” with “Motorboats”, to distinguish from paddlecraft requirement
	6.3	Clarified that the [on]shore contact should follow the float plan if a vessel is overdue.
	6.5	
	6.6	Clarified vessel operator’s obligation to prepare for known hazards
	6.8	Added hand signals as a step in launching
		Revised language to be more consistent with USCG requirements for recreational vessels
	7.3	
	7.6	Included instruction to request emergency assistance via VHF radio
	7.7	Updated who to call, what information to provide during an emergency
		Direct link to Diving Safety Manual. Revised language to be more consistent with maritime rules of the road. Rewrote “Physical hazards” section for clarity. Added recommendation to maintain three points of contact aboard a vessel.
June 2024	3.0	Updated broken links for part 5, providing LNI guidance for maintaining workplace safety for boaters as well as defining DOSH requirements for wearing PFDs.

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	Appendix 2	Added instructions to “Send this completed [Float Plan] to a reliable shore-based person who will follow through with the Emergency Plan.”
February 2025	All	Corrected grammar Corrected section numbering Updated web links Clarified that “BSM” means Boating Safety Manual, “BSPM” refers to Boating Safety Program Manager
	1.1	Clarified that the purpose of a boating safety program is to “maintain compliance with [applicable] federal, state, and local guidelines”
	1.2	Clarified that the BSM applies to the operation of [motor]boats as well as paddlecraft
	3.0.6	Edited for clarity, emphasized that this legal requirement applies to <i>recreational</i> boaters, specifically.
	5.1	Changed section title to “Non-Motorized” from “Non-motored) Included requirement to provide training Clarified that PFDs must be USCG-approved and worn when there’s a risk of drowning Changed “communications device” to “sound producing device) Included requirement to provide and follow a float plan for each trip
	5.6	Updated motorboat operator guidelines to state that WA State Boater Education card (or equivalent, in original format) is required, regardless of vessel size being operated. Recommended MOTC or equivalent “hands-on training course) for all motorboat operators
	5.8	Clarified that any maintenance issues during “a” [not “the”] trip must be reported
	5.9	Added links to Office of Global Affairs and Study Abroad
	6.1	Added “missing vessels” to communication plan (step f)
	6.4	Clarified when maximum capacity limit information must/should be displayed where passengers can see it
	6.9	[INCOMPLETE] Included a revised pre-departure trailer safety inspection list
	7.7.11	Updated guidance for unlawful interactions with marine wildlife to include new (Jan. 2025) law to maintain 1,000yard distance from Southern Resident killer whales. Added links to WDFW, Be Whale Wise for additional guidance.
	7.2	Revised steps to prioritize crew safety and requesting assistance in the event of a vessel grounding
	7.3	Clarified definition of term “capsize” Revised all steps to prioritize crew safety and requesting assistance in the event of a vessel capsizing or sinking.
	7.4	Clarified that operator and crew should coordinate effort to rescue a person overboard Revised all steps to streamline response and prioritize crew safety in the event of a person overboard
	7.6	Added “assistance that is needed” to information that should be conveyed to Marine Law Enforcement during an emergency

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	Appendix I	Clarified that motorboats ≥16ft should carry Added recommendation to inspect fire extinguishers annually ECOS added to list of suggested equipment, clarified when it should be attached to operator Removed term “deadman clip” (for ECOS) Added immersion suit as suggested safety equipment, specified when these should be carried Added recommendation for some vessels to be equipped with an AED, provided link to UW Automated External Defibrillator Focus Sheet
	Appendix 7	Distinguished Boating Safety Program Manager (BSPM) from Boating Safety Manual (BSM) Added “Motorboat Operator Training Course (“MOTC”) to glossary of terms
	Appendix 8	Provided a template trailer pre-departure checklist