

2010

WISCONSIN

Boating Regulations and Handbook



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WELCOME

As Boating Law Administrator for the State of Wisconsin, I invite you to safely enjoy the recreational opportunities available on our waterways. Wisconsin is rich with locations to enjoy time on the water including more than 15,000 lakes and many miles of rivers in addition to access to the Great Lakes Michigan, Superior and the Mississippi River.

This regulation handbook is provided to give you knowledge of Wisconsin's Boating laws. It also includes safety tips and recommended practices. If you have additional questions, contact the DNR's information desk at 1-888-936-7463 or visit dnr.wi.gov. Federal laws can be found on the U.S. Coast Guard's website at www.uscgboating.org.

New Since 2009 – new regulations to be aware of

1. It is illegal to transport invasive species, see page 14 for more details.
2. It is illegal to operate a vessel within 100 feet of the shore of any lake at greater than slow-no-wake speed, see page 15 for more details.

Many of you are already experienced boaters, as you take to the water this year please take the time to educate a person who may be new to boating by explaining safe boating practices, boating laws and rules. Experienced and novice boaters alike need to be mindful that our waters are being shared by many users with various interests. It is crucial to always be respectful of others.

Historically, most of Wisconsin's boating fatalities have occurred in small boats with victims who were not wearing lifejackets. Statistics also show that many accidents involve the use of alcohol and drugs. Boat responsibly by always wearing your lifejacket and designating a sober operator.

At the DNR, we wish you an enjoyable and safe boating experience on Wisconsin's waters.

SAFE BOATING DEPENDS ON YOU!



Roy Zellmer



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Registering Your Vessel

You must have a Wisconsin Certificate of Number (registration) and expiration decals to operate a recreational vessel legally. Exceptions to the requirement to register a recreational vessel include:

- Sailboats 12 feet of length or less and not equipped with a motor
- Sailboards
- Manually propelled vessels that are not equipped with a motor or sail
- Vessels registered in another state and using Wisconsin waters for less than 60 consecutive days

The Certificate of Number is obtained by submitting the proper application and fee to the Wisconsin Department of Natural Resources (DNR).



The Certificate of Number (registration card) must be on board and available for inspection by an enforcement officer whenever the vessel is operated. The registration number and decals must be displayed as follows:

- Numbers must be placed on each side of the forward half of the vessel
- Number must be read from left to right
- Numbers must be at least 3" high in **BLOCK** bold letters
- Numbers color must contrast with the background (boat) color
- Letters must be separated from the numbers by a space at least two inches wide
- Decals must be affixed 3 inches behind (toward the stern) and in line with the numbers
- No other decals or numbers may be displayed on the forward half of the boat

Other Facts about Titling and Registration

Titling: Only vessels 16 feet or more in length require a Certificate of Title.

Vessel Operation: If your vessel requires registration, it is illegal to operate it or allow others to operate it until it is registered and numbered properly.

Expiration: Registration is valid for three years, beginning on April 1 and expiring on March 31 at the end of the three-year period. No vessel may be operated after March 31 if the registration has expired.

Duplicates: If a Certificate of Number is lost or destroyed, the vessel owner must apply to the DNR for a duplicate.

Buying or Selling a Vessel:

Transfer of ownership of a vessel terminates the Certificate of Number and Certificate of Title.

- The "buyer" must apply for a new registration and/or title on forms furnished by the DNR. The previous owner's Certificate of Number and Certificate of Title must accompany the application
- Upon receipt of the required fee and applications, the DNR will issue a new Certificate of Number and/or Title
- After applying, the "buyer" may operate the vessel for up to 60 days while waiting for the registration card and expiration decals to arrive. During that time, the operator must have a copy of the application on board
- It is unlawful to transfer the number assigned by the DNR from one vessel to another

Change Requiring Notification:

The owner of a registered vessel must notify the DNR within 15 days of the occurrence of any of the following events.

- The owner changes his or her address
- The owner transfers all or any part of his or her interest in the vessel
- The vessel is destroyed or abandoned

Documented Vessels:

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 at 1-800-799-8362 for more information. Documented vessels must also be registered in Wisconsin.

- The registration decals must be displayed on either side of the vessel's name on the transom. The state assigned registration number is not to be displayed

Enforcement

Wisconsin conservation wardens, county sheriffs, and municipal police enforce the boating laws of Wisconsin.

U.S. Coast Guard officers also patrol and have enforcement authority on federally controlled waters.

- Officers have the authority to stop and board your vessel in order to check for compliance with state and federal laws.
- It is illegal to refuse to follow the directive of a person with law enforcement authority.
- A vessel operator who has received a visual or audible signal from a patrol boat must reduce speed to slow-no-wake and give way to the patrol boat.
- A vessel operator must stop when requested or signaled to do so by a law enforcement officer or a patrol boat.



**DNR Tip Line
Report Violations**

CALL 1-800-TIP-W/DNR (1-800-847-9367)

or #367 from your cell phone (free for US Cellular customers)

Toll Free - Statewide - 24-Hour - Confidential




(This is NOT an information Number)

To email a report of violation not in progress:

le.hotline@wisconsin.gov

Personal Flotation Device Types And Carriage

Personal Flotation Devices (PFDs) or lifejackets can save lives, especially when worn. Therefore, the U.S. Coast Guard requires one wearable lifejacket for each person onboard. When choosing a lifejacket, please ensure that it can support your size and weight and is approved by the U.S. Coast Guard. Additionally, at least one Type IV PFD (throwable device) must be kept onboard any vessel of 16 feet or longer, except canoes and kayaks.

PFD type	Best for	Notes
 Type I	All waters, especially open, rough or remote waters where rescue can be delayed	Large and awkward; difficult to swim in but will turn unconscious wearers to face-up position
 Type II	Calm, inland waters where there is a good chance of rescue	May not turn some unconscious wearers face-up
 Type III	Calm, inland waters where there is a good chance of rescue	Wearers must put themselves in face-up position
 Type IV	Calm, inland waters where help is present	Not designed to be worn; Designed to be thrown and grasped until rescued
 Type V	Specific activities; check approval condition on label	Some Type Vs are designed for specific activities

Federal law requires children under the age of 13 to wear a USCG approved lifejacket while underway in an open vessel on federally controlled waters.

Wisconsin Lifejacket Requirements

- No one may operate or use a boat unless at least one wearable lifejacket is on board for each person.
- Sailboarders and windsurfers are exempt from lifejacket requirements but are encouraged to wear a lifejacket
- Every person on board a personal watercraft must wear a USCG approved Type I, II, III, or V lifejacket
- Type IV lifejackets must be immediately available in boats 16' or longer except canoes and kayaks.
- Besides being USCG approved, all lifejackets must be:
 - In good and serviceable condition—which means no rips, tears, broken buckles, etc. If unsure – test the lifejacket in the water to see if it will keep you afloat
 - Readily accessible, which means you are able to locate it and put it on quickly in an emergency
 - Of the proper size for the intended wearer. Sizing for lifejackets is based on body weight and chest size

LifeJacket Sizing and Availability

To ensure that the lifejacket fits properly, have the wearer put it on and adjust the straps as necessary to make it fit snugly (Step 1). A properly fitted lifejacket will not ride higher than the wearer's ears or mouth. You should also test lifejackets in the water to ensure it can hold your weight and that you can swim comfortably (Steps 2-4). Lifejackets should be worn whenever the vessel is in operation. However, if not worn they must be readily accessible. Readily accessible means easily located and retrieved without searching, delay or hindrance and free of wrapping or packaging.



Safety Tip:

The best place to store your lifejacket is on your body by wearing it.

Proper Care of Your PFD

- Never use your lifejacket as a cushion for kneeling or sitting on, or acting as a fender
- Regularly check lifejackets for buoyancy: with your lifejacket on, wade into the water to waist height, bend your knees, roll onto your back, and see how well you float.
- Regularly check the CO₂ cartridge on inflatable style lifejackets

- Clean with a mild soap and running water
- Never dry your lifejacket close to a direct heat source, clean it with strong detergents, or dry clean it. Make sure your lifejackets are in good shape before you go boating. Regularly check for rips and tears. In particular, check straps and hardware before you leave the dock. Lifejackets with rips, tears, or other damage will NOT meet Coast Guard standards, and you could be fined
- Air-dry lifejackets in a well ventilated space out of sunlight



Distress Signal Flag or Signals

If you observe a boat or person displaying a distress signal or flag, it shows that such a person or boat is in need of help. It is the duty of any boat operator observing such a signal or flag to stop and render aid. No such signal or flag shall be displayed unless assistance is needed.



Fire Extinguishers

Fire extinguishers are required aboard a vessel with an engine if ANY of the following conditions are present:

- Inboard/outboard or inboard engines
- Closed living spaces
- Closed compartments or areas which might permit the entrapment of explosive or flammable gases or vapors



Fire Emergency Preparedness






Gasoline fumes are heavier than air. Fuel and fumes on board need only a spark to explode or start a blaze. Fires need three things: heat (such as a match or spark from the ignition), fuel (gasoline, propane, etc.), and oxygen (air). Removing any of the three fire elements can extinguish the fire.

Using A Fire Extinguisher

- Aim the extinguisher at the base of the fire
- Pull the pin and squeeze the two levers together
- Use a sweeping motion with the extinguisher while maintaining focus on the base of the fire
- Continue to extinguish until the fire is **completely** out

Marine Extinguisher Requirements

Though not all motorboats are required to carry a fire extinguisher, it is highly recommended that all motorboats have some form of fire extinguisher aboard. Numerous types and sizes of fire extinguishers meet Coast Guard requirements. With any type of marine fire extinguisher, accessibility is of the utmost importance; ensure the fire extinguisher is mounted where it can be easily and quickly retrieved and operated in the event of a fire emergency.

Boat Length	Extinguisher Requirement
Less than 26 feet	one B-I 
26 feet to less than 40 feet	two B-I's  OR one B-II 
Over 40 feet	three B-I's  OR one B-I & one B-II 

* Make sure your fire extinguisher is charged and ready for use.

Maintenance

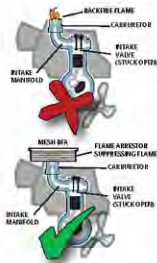
Fire extinguishers require regular inspections to ensure they are in proper working order. A proper inspection includes the following:

- Check the gauge to make sure the extinguisher is fully charged
- Inspect seals to ensure they have not been broken
- Look at hoses; replace any cracked or broken hoses or simply replace the extinguisher
- Weigh extinguishers to make sure they meet the minimum weight levels stated on the label

Backfire Flame Arrestors

All motorboats (except outboards) that are fueled with gasoline must have an approved backfire flame arrestor on each carburetor. The backfire flame arrestor must be in good and serviceable conditions and must meet U.S. Coast Guard specifications.

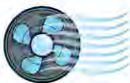
Backfire flame arrestors are designed to prevent the ignition of gasoline vapors in case the engine backfires. Periodically clean the flame arrestor(s) and check for damage.



Ventilation Systems

The purpose of ventilation systems is to avoid explosions by removing flammable fumes & gases.

- All boats, except open boats, using as fuel any liquid of a volatile nature, must have an efficient natural or mechanical ventilation system which is capable of removing flammable or explosive gases
- If your vessel is equipped with a power ventilation system, turn it on for at least four minutes both after fueling and before starting your engine
- If your vessel is not equipped with a power ventilation system (for example, a personal watercraft), open the engine compartment and sniff for gasoline fumes before starting the engine



Boat Battery

It is unlawful to operate a motorized vessel equipped with a storage battery unless the battery is secured against shifting. The battery must be equipped with nonconductive terminal shields to prevent accidental shorting. Both the positive and negative terminals must be covered. A covered battery box with a strap is best.



Mufflers and Noise Levels

Every motorboat propelled by an internal combustion engine must have that engine equipped and maintained with a muffler; underwater exhaust system or other noise suppression device.

- It is illegal to operate a vessel that exceeds a noise level of 86 dBA
- It is illegal to operate a vessel that is equipped with a muffler cut out, by-pass switch or similar device which may allow the noise level to exceed 86 dBA
- No operator of any vessel may refuse to operate his or her vessel in a manner prescribed by a law enforcement officer conducting a sound level test
- No person may remove or alter any part of a marine engine or its enclosure in such a manner to exceed 86 dBA
- Muffler and noise level laws apply to all motorboats, including airboats & hovercraft.

Required Navigation Lights

The required navigation lights must be displayed between sunset and sunrise and during periods of restricted visibility. See pages 36-41 for sunrise/sunset tables.

Unlawful Operation

Wisconsin law states that these dangerous operating practices are illegal.

Boating Under the Influence

- Wisconsin law prohibits anyone from operating a motorboat or manipulating water skis or similar devices while under the influence of alcohol or drugs.
- Anyone who operates or attempts to operate a vessel is deemed to have given consent to an alcohol and/or drug test.
 - It is illegal for a person to operate a motorboat or use water skis, a surfboard, or other device if he or she has a blood alcohol concentration of 0.08% or greater
 - Anyone under 21 years of age is required to maintain absolute sobriety while operating a boat
- Alcohol and drugs cause impaired balance, blurred vision, poor coordination, impaired judgment, and slower reaction times.

**Aquatic Invasives – Illegal to Transport Laws (New in 2010)**

- Beginning with the 2010 boating season, it is now illegal to spread invasive species. The following acts are illegal and may result in citations and fines.
- Failure to remove all aquatic plants or aquatic animals attached to any vehicle or to drain all water from boat trailers, equipment or gear immediately after leaving the water and before leaving a boat launch area or associated parking area
 - Launching or placing a vehicle, boat, boat trailer, equipment or gear into waters of the state, if an aquatic plant or aquatic animal is attached
 - Transporting on a public highway a vehicle, boat, boat trailer, equipment or gear, if an aquatic plant or aquatic animal is attached
 - Transporting over land from another state any vehicle, boat, boat trailer, equipment or gear for use in Wisconsin waters without first removing all attached aquatic plants and aquatic animals and draining all water
 - Using a live prohibited fish invasive species as fishing bait
 - Using any live non-native crayfish as bait for fishing on inland or outlying waters, except for rusty crayfish that are dead, or live rusty crayfish on the Mississippi River

Excessive Speed

Vessels should always be operated at speeds which allow for adequate time and distance required to stop or avoid an accident. It is illegal for vessels to operate at speeds which may be deemed as excessive.



Improper speed or distance is not maintaining a proper speed and/or distance while operating a vessel. Specifically, it is illegal to:

- Operate a vessel at a distance from other vessels or at a speed that exceeds safe and reasonable limits given the waterway traffic, marked speed limits, weather, and other boating conditions
- Operate a vessel repeatedly in a circuitous manner within 200 feet of another vessel or person in the water
- Operate a vessel within 100 feet of any dock, raft, pier, or restricted area on a lake at greater than slow-no-wake speed
- Operate a vessel at greater than slow-no-wake speed on lakes that are 50 acres or less and have public access, unless such lakes serve as thoroughfares between two or more navigable lakes
- Operate a vessel at greater than slow-no-wake speed within 100 feet of a swimmer, unless the vessel is assisting the swimmer
- Operate a PWC at greater than slow-no-wake speed within 100 feet of any other boat or within 200 feet of the shoreline of any lake

**New in 2010:**

- It is illegal to operate a motorboat at greater than slow-no-wake speed within 100 feet of the shoreline of all lakes.

Note:

Slow-No-Wake Speed (SNW) means a speed at which a vessel moves as slowly as possible while still maintaining steering control.

Safety Tip:

Your wake can cause damage to property and other vessels. Always take into account the effects your wake might have when adjusting your speed.

Negligence

Any type of boating vessel demands an operator's respect and attention. Careless or reckless behavior onboard any vessel can result in dangerous consequences. A boat is not a toy. Enjoy your boating experience, but be mindful of the power of many vessels and the inherent dangers that water presents.



Most propeller strike accidents result from operator error. Victims include swimmers, scuba divers, fallen water-skiers, and boat operators or passengers. Most propeller accidents can be prevented by following basic safe boating practices.

- Maintain a proper lookout. The primary cause of propeller strike accidents is operator inattention
- Make sure the engine is off so that the propeller is not rotating when passengers are boarding or leaving a boat
- Never start a boat with the engine in gear
- Slow down when approaching congested areas and anchorages. In congested areas, always be alert for swimmers and divers



Personal Watercraft

PWC operators must obey the laws that apply to other vessels as well as obey additional requirements that apply specifically to the operation of a personal watercraft.

- Every person on board a PWC must wear a U.S. Coast Guard-approved Type I, II, III or V lifejacket
- An operator of a PWC equipped with a lanyard-type ignition safety switch must attach the lanyard to his or her person, clothing, or lifejacket
- A PWC may not be operated between sunset and sunrise
- A PWC operator must always face forward
- A PWC may not be operated at faster than slow-no-wake speed within:
 - 100 feet of any other vessel
 - 100 feet of a dock, pier, raft, or restricted area on any lake
 - 200 feet of shore on any lake
- There are minimum age and boater education requirements for operators of PWCs. See page 7
- A PWC must be operated in a responsible manner. Maneuvers that endanger people or property are prohibited, including:
 - Jumping a wake with a PWC within 100 feet of another vessel
 - Operating within 100 feet of a vessel that is towing a person on water skis, inner tube, wakeboard, or similar device, or operating within 100 feet of the tow rope or person being towed
 - Weaving a PWC through congested waterway traffic
 - Steering toward another object or person in the water and swerving at the last possible moment in order to avoid collision
 - Chasing, harassing, or disturbing wildlife with a PWC



Off-Throttle Steering

PWCs generate their power by pulling water in through the impeller and pushing it out through the nozzle. The stream of accelerated water that moves through the nozzle also provides the steering ability for the vessel. A PWC will continue on the same course once the throttle is off. A PWC can maintain its steering ability only with the throttle applied, once you release the throttle, you lose the ability to steer the craft.

The Purpose and Use of a Lanyard

Your PWC will not start unless the lanyard is attached to the start/stop switch. The lanyard is there for your protection. If you fall off the PWC, the lanyard will be pulled off the start/stop switch and the engine will stop immediately. The lanyard ensures that a "runaway" PWC does not endanger other swimmers or boaters.

Homeland Security Restrictions

Violators of the restrictions below can expect a quick and severe response.

- Do not approach within 100 yards and operate at slow-no-wake speed within 500 yards of any U.S. Naval vessel. If you need to pass within 100 yards of a U.S. Naval vessel for safe passage, you must contact the U.S. Naval vessel or the U.S. Coast Guard escort vessel on VHF-FM channel 16
- Observe and avoid all security zones. Avoid commercial port operation areas, especially those that involve military, cruise-line, or petroleum facilities
- Observe and avoid other restricted areas near dams, power plants, etc.
- Do not stop or anchor beneath bridges or in the channel



Keep a sharp eye out for anything that looks peculiar or out of the ordinary. Report all activities that seem suspicious to the local authorities, the U.S. Coast Guard, or the port or marina security.

Diving Activities and Snorkeling

Persons participating in scuba diving, skin diving, snorkeling, or underwater spearfishing must display a diver-down flag unless they are within 150 feet of shore. A diver must stay within 50 feet of the flag. Except in the case of an emergency, a diver may not surface more than 50 feet from the flag. It is unlawful to display a diver-down flag when not diving. Vessels not engaged in the diving operation must stay at least 100 feet away from any displayed diver-down flag. Diving is not allowed in established traffic lanes.



Divers Flag:

A rectangular red flag, at least 12 x 15 inches with a three-inch white diagonal stripe, mounted on a float or buoy to be clearly visible.



Alfa Flag:

A Blue and white International Code Flag A (or Alfa flag), usually flown from a vessel and used on federally controlled waters.

**Diving Around Wisconsin's Historic Shipwrecks**

The Wisconsin Historical Society has published information about many historic shipwreck sites in Wisconsin waters, some of which are marked by seasonal mooring buoys. Damaging or removing material from a wreck site not only diminishes the enjoyment for future visitors but also is a crime that can result in fines, imprisonment, and the loss of a diver's gear, boat, trailer, and vehicle.

Accident Reporting

An operator involved in a boating accident must render aid by stopping the vessel immediately at the scene of the accident and assisting anyone injured or in danger, unless doing so would seriously endanger the operator's vessel or passengers. The operator must give in writing his/her name, address, and vessel identification to anyone injured and to the owner of any property damaged by the accident.



A vessel operator is required to notify a DNR conservation warden or local law enforcement officer and to file a written report whenever a boating accident results in:

- Loss of life or disappearance of a person
- Injury that requires treatment beyond first aid
- Property damage of \$2,000 or more
- Complete loss of a vessel (sinking, fire, etc.)

Notice must be made immediately to a DNR conservation warden or a local law enforcement officer.

A written report must be submitted within 10 days on a DNR Form 4100-020 to:

DNR Boat Safety
Bureau of Law Enforcement
PO Box 7921
Madison, WI 53707

If you have any questions, please call 1-888-936-7463.

Accident Statistics

Every year, the U.S. Coast Guard compiles statistics on reported recreational boating accidents. These statistics are derived from accident reports that are filed by the owners/operators of recreational vessels involved in accidents.

Right-of-way situations

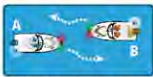
Two power-driven vessels approaching each other: Overtaking

The overtaking vessel A is the give-way vessel. The other vessel B is the stand-on vessel. As the give-way vessel, A must take early and substantial action to keep clear of the stand-on vessel B. If both vessels are power-driven, sound signals are required. Vessel A must blow one short blast and alter course to starboard, or blow two short blasts & alter course to port, and B must return the same sound signal(s) to indicate understanding.



Two power-driven vessels approaching each other: Meeting head-on

Neither power-driven A nor power-driven B gives way or stands on in a head-on encounter. Therefore, some communication is needed between A and B. The most common response in a head-on meeting between power-driven vessels is to signal an intention to pass port-to-port with one short blast. A short blast should be returned from the approaching vessel, indicating a move to the starboard side. Vessel A must blow one short blast and alter course to starboard, power-driven B must blow one short blast—to indicate understanding—and alter course to starboard.



If it is not possible to pass port-to-port, due to an obstruction or shoreline, a starboard-to-starboard pass should be signaled with two short blasts. Two short blasts should be returned from the approaching vessel, indicating its move to the port side. Vessel A must blow two short blasts and alter course to port. Vessel B must return two short blasts—to indicate understanding—and alter course to port.



Two power-driven vessels approaching each other: Crossing

Power-driven A approaches the port side of power-driven B. Vessel A is considered the give-way vessel. As the give-way vessel, Vessel A must take early and substantial action to keep clear and avoid crossing the stand-on vessel B. Vessel A must blow one short blast and alter course to starboard. Vessel B must blow one short blast—to indicate understanding—and maintain course.



Sailing vessel and power driven vessel approaching

When a power-driven vessel B encounters a sailing vessel A, the sailing vessel is always the stand-on vessel (unless a sailing vessel is overtaking). In the case above, power-driven vessel B must take early and substantial action to keep clear of sailing vessel A.



Two sailing vessels approaching each other

When each sailing vessel has the wind on a different side, the vessel that has the wind on its port (left) side is considered the give-way vessel. In this illustration, sailing vessel A must take early and substantial action to keep clear of sailing vessel B.



When both sailing vessels have the wind on the same side, the vessel closer to the wind (upwind) is the give-way vessel and the vessel further from the wind (downwind) is the stand-on vessel. In the illustration at right, Vessel B must take early and substantial action to keep clear of Vessel A.



If a sailing vessel has the wind on its port side and the sailor cannot determine with certainty whether the other vessel has the wind on its port or starboard side, the first vessel is considered the give-way vessel and must take early and substantial action to keep clear of the second sailing vessel.

The windward side is defined as the side opposite to that on which the mainsail is carried or, in the case of a square-rigged vessel, the side opposite to that on which the largest fore-and-aft sail is carried.

Actions for operation in darkness

Motorboat A: When only a white light is visible, you may be overtaking another vessel. Give way to either side. **Motorboat B:** You are being overtaken. Stand on.



Motorboat A: When only red and green lights are visible, you are approaching a sailboat head-on. Give way to your starboard side. **Sailboat B:** When white, red and green lights are visible, you are approaching a motorboat head-on. Stand on.



Motorboat A: When white, red and green lights are visible, you are approaching a motorboat head-on. Give way to your starboard side. **Motorboat B:** When white, red and green lights are visible, you are approaching a motorboat head-on. Give way to your starboard side.



Motorboat A: When only a red light is visible, you are approaching the port side of a sailboat. Give way to your starboard side. **Sailboat B:** When white and green lights are visible, you are approaching the starboard side of a motorboat. Stand on.



Motorboat A: When only white and red lights are visible, you are approaching the port side of a motorboat. Give way to your starboard side. **Motorboat B:** When only white and green lights are visible, you are approaching the starboard side of a motorboat. Stand on.



Motorboat A: When only a green light is visible, you are approaching the starboard side of a sailboat. Give way to your port side. **Sailboat B:** When white and red lights are visible, you are approaching the port side of a motorboat. Stand on.

**Wisconsin Buoys****Center Channel Marker Buoys**

In Wisconsin these buoys (both black and white striped and red and white striped) indicate the center channel marker. Be aware that the black and white striped buoy has a different meaning when boating outside of Wisconsin waters as indicated below in the Uniform State Waterways Marking system section.

**Safe Channel Buoys**

When travelling upstream, green marks the left side of the safe channel and red marks the right.

The Uniform State Waterways Marking System

Keep-out (diamond with crossing lines)
Indicates areas where boats are prohibited.



Control (circle)
Indicates speed limits, wash restrictions, etc. Obey the restrictions illustrated near the orange circle.



Hazard (diamond)
Marks random hazards such as shoals and rocks. Information concerning the hazard is illustrated near the orange diamond.



Information (square)
Information such as locality, marina, gas, campsite and food. Be guided by the information near the orange square.



Obstruction marker
Indicates an obstruction to navigation. Do not pass between this marker and the shoreline.



Mooring marker

Used for mooring or securing vessels;
be aware that a vessel may be secured to such a marker.



Safe-water marker Indicates safe water. This marker is used to indicate land falls, channel entrances or channel centers, and has unobstructed water on all sides. It may be passed on either side, but you should keep it to your left (port) side when proceeding in either direction.

Performance Specifications for Lamps

Every white light prescribed by this section shall be of such character as to be visible at a distance of at least 2 miles on a dark night with clear atmosphere. Every colored light prescribed by this section shall be of such character as to be visible at a distance of at least one mile on a dark night with clear atmosphere.

**Anchor Lighting:**

Any moored, anchored, drifting boat, or any other fixed and floating structure outside designated mooring areas or beyond 200 feet from the shoreline is required to be lighted from sunset to sunrise by a white light visible from 360 degrees.

Power Driven Vessels:

All vessels must exhibit the lights as described below per their proper classification:

Boats are divided on the basis of their length into 4 classes as follows:

Class A—those less than 16 feet.

Class 1—those 16 feet or over but less than 26 feet.

Class 2—those 26 feet or over but less than 40 feet.

Class 3—those 40 feet or over.

**Lighting Requirements:****Class A and Class 1**

Includes sailboats when powered by a motor

All round light:
360 degree white light

Side lights:
112.5 degrees visible Red—port Green
Starboard and must be connected together

Class 2 and Class 3

includes sailboats when powered by a motor

**Aft Light (Back Half Of Boat):**

360 degree white light - light must be taller than fore-part light

Fore Part (Front Half Of Boat):

225 degree forward facing white light

Side Lights:

Green light mounted on the starboard side visible to 112.5 degrees and Red light mounted on the port side visible to 112.5 degrees.

**Sail Powered Boats With Motor**

When a sailboat is being propelled entirely by sail at anytime from sunset to sunrise, it shall have lighted the lamps showing the colored lights, but not the white light. A lantern or flashlight showing white light shall be exhibited in sufficient time to prevent a collision. These lights shall be configured depending on the length of the boat.

Class A and Class 1 26' or less

Sidelights:
112.5 degrees Red (port) and Green (Starboard) and must be connected together

**Class 2 and Class 3 26' or more**

Side Lights:
Green light mounted on the starboard side visible to 112.5 degrees & Red light mounted on the port side visible to 112.5 degrees

**Required Navigation Lights**

The required navigation lights must be displayed between sunset and sunrise and during periods of restricted visibility. See pages 36-41 for sunrise/sunset tables.

Sailboats Without Motors And Rowboats

Every boat propelled by muscular power and every sailboat not equipped with a motor, when under way at any time from sunset to sunrise, shall carry ready at hand a lantern or flashlight showing a white light which shall be exhibited in sufficient time to avoid collision.

**Boating Education**

Boater education certification is required by law for anyone born on or after 01/01/1989 and 16 years old or older before they may operate a motorboat; 12 years old or older before operating a personal watercraft on Wisconsin's waterways. Even if you're not required to have a safety certification card, earning one can save you money on boat insurance and make you a safer boater. All Wisconsin DNR-approved boating safety education courses listed below are NASBLA approved and recognized in all states and Canada.

Requirement: Before taking a certification course, you must be assigned a Wisconsin Department of Natural Resources customer identification number. Call 1-888-936-7463 between 7 a.m. and 10 p.m. daily.

After You Have Your Identification Number, There Are Several Ways To Take A Boater Safety Education Course.**1. Internet (2 options):**

BoaterExam.com Wisconsin – Get certified from the convenience of home with BoaterExam.com: offering the only online boater education course with a fully narrated and animated study guide covering 100% of the final exam material. Registration is free and simple. Our customized exam center will keep track of your progress so you can complete the course on your own schedule. Successful students pay a one-time fee of \$29.95 only when they pass. 'Live' customer support is available 7 days a week by email: info@boaterexam.com or by phone: 866-764-2628. Visit BoaterExam.com today to get started.

Boat-Ed.com – This course offers interactive instruction for all learning styles. The 3-hour course is split into super-short segments that are designed for easy comprehension and quick learning. Log out and the course "remembers" where you left off, so you can jump right back in after a few hours or days. This course is colorfully illustrated with more than 200 realistic drawings, more than an hour of streaming videos, and interactive animations. The cost is \$29.50, paid only after you pass. Customer support is available 16 hours a day, 7 days a week via email or call 1-800-830-2268.

2. Classroom

Share the learning experience with other interested students and a qualified instructor. Wisconsin Department of Natural Resources can help you find a classroom course in your area. Call 1-888-936-7463 for information or visit dnr.wis.gov and search for "Boating Safety."



Safer Boating Through Partnerships:

United States Power Squadrons Be a Smart Boater... Increase your Boating Skills! DNR-certified classes are offered throughout the state. Vessel safety checks are also available. For more information, call 1-888-FOR-USPS or visit our website at www.USPS.org



United States Coast Guard Auxiliary helping Wisconsin Boaters ... by providing boating courses, courtesy vessel examinations, and surface and air operations. For more information, visit our website at www.cgaux.org

**Carbon Monoxide Poisoning**

Carbon monoxide is a potentially deadly gas produced any time a carbon-based fuel, such as gasoline, propane, charcoal or oil burns. Sources on your boat include gasoline engines, generators, cooking ranges, and space and water heaters. Carbon monoxide is colorless, odorless and tasteless, and it mixes evenly with the air. It enters your bloodstream through the lungs and displaces the oxygen your body needs. Early symptoms of carbon monoxide poisoning — irritated eyes, headache, nausea, weakness and dizziness—are often confused with seasickness or intoxication. Prolonged exposure to low concentrations or very short exposure to high concentrations can lead to death.

**Checklist: Each Trip**

- Educate all passengers about carbon monoxide poisoning
- Make sure all exhaust clamps are in place and secure
- Look for exhaust leaking from exhaust system components, indicated by rust and/or black streaking, water leaks, or corroded or cracked fittings
- Inspect rubber exhaust hoses for burned or cracked sections.
- All rubber hoses should be pliable and free of kinks
- Confirm that water flows from the exhaust outlet when the engine and generator are started
- Listen for any change in exhaust sound that could indicate an exhaust component failure
- Test each carbon monoxide detector by pressing the test button

**Emergency Information/Float Plan**

A float plan left with a responsible person is a wise decision for any boating trip—but for longer trips in particular; it is advised that you fill out a float plan and leave it with a responsible family member, friend or local marina before leaving the dock. This could save your life should foul weather or an emergency situation arise. At the very least, you should always let a responsible person know the approximate location you plan to boat and when you expect to arrive home, so that they know an appropriate date and time to contact authorities if an emergency situation arises.

**Capsizing/Falls Overboard**

Capsizing - the overturning of a vessel on its side or turned over - is most common in small sailboats and canoes. Capsizing can occur from operator error or from heavy winds and rough waters. Capsizing illustrates the importance of always wearing a life jacket.

**If Someone Does Fall Overboard:**

- Slow down, and throw something buoyant to assist the person overboard
- Assign one person to keep sight of the victim and have him/her continuously point their location
- Recover the overboard person - keep them on the operator's side of the boat for motorboats

**Surviving a Capsizing/Fall Overboard**

- Stay calm and conserve energy
- Stay with the boat unless it is headed for a hazard
- Try to get as much of your body out of the water and onto the capsized boat as possible to conserve energy and delay the onset of hypothermia
- If the boat is not nearby - use floating items around you to help you stay out of the water and afloat (empty fuel tank, fender)
- When separated from your boat in a swift river current, you should float on your back with your feet downstream



Preventing a Capsizing/Fall Overboard

- Be sure to stay centered and low in the vessel
- Take corners at a safe speed and angle
- Watch for other boats' waves and take them head-on off the bow
- Never tie an anchor line to the stern of the boat

Safety Tip:

We recommend that on fishing boats (such as a bass boat) with carpeted decks, no person remain on the carpeted deck when the boat is moving faster than slow-no-wake speed. Use only permanently attached, true seats.

Coldwater Immersion/Hypothermia

Many drowning and boating related fatalities are a result of cold water immersion. When a person falls into cold water their body experiences a number of physiological responses which are affected by both the temperature of the water and the amount of time they are in the water.

**Surviving Cold Water**

If rescue is not imminent – your number one priority is to get yourself out of the water as soon as possible. You can do this either by climbing onto your capsized boat or any other floating objects. In cold water, a person may only retain the ability to swim for up to 30 minutes, but it is usually much less than that. The sooner you can get your body out of the water the greater your chances of survival will be.

If you're unable to get yourself out of the water, try to do the following:

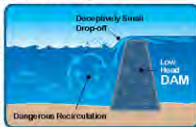
- Put on a lifejacket if not wearing one. It helps you to float without excessive movement and insulates your body
- Don't take your clothes off unless necessary – clothes can help you float and provide insulation
- Don't thrash or move about. Excess motion consumes energy and increases loss of body heat
- 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 each other

**River Survival Tips**

The rivers of Wisconsin are a location of growing popularity among recreational boaters. By keeping to certain guidelines, you can minimize the likelihood of being involved in a boating accident.



- Ensure that all gear is secured to avoid becoming entangled if the boat capsizes
- Always pull ashore and examine dangerous areas such as rapids before attempting to paddle through, if you have doubts then DO NOT attempt to navigate the area
- Always wear your lifejacket when operating on a river
- Carry a throw bag or other safety line as well as a first-aid kit onboard the vessel
- Avoid operating near dams, including low head dams. The drop off creates a hydraulic 'hole' at the base of the dam that can hold people or even boats under water
- Remain clear of sweepers, fallen trees and logjams. They have the potential to trap paddlers and boats
- Make sure you are prepared if operating in cold water. Do not underestimate cold water's ability to rob your strength. Wear a wet or dry suit
- If you find yourself in moving water, keep your feet pointed downstream and never attempt to stand up



Registering Your Trailer

Some trailers depending on gross weight must be registered. Check with the Wisconsin Department of Transportation

**Ramp Etiquette**

- After launching or retrieving the boat, pull the trailer out of the water and well away from the boat ramp, out of the way of others
- If the ramp is steep, ensure someone "spots" for you as you drive up the ramp
- Be aware of pedestrians and other boats
- Unload fuel and equipment away from the ramp, if possible. Prepare vehicle and trailer for retrieval, and wait your turn
- Be sure not to block the ramp area with your vehicle after you have launched your boat

Aquatic Invasive and Nuisance Species

Introducing non-native species into Wisconsin waters can upset the balance of the ecosystem, thereby harming the environment.

Aquatic invasive species such as zebra mussels, quagga mussels, milfoil, and hydrilla are often spread between waterways by hitching a ride on vessels and trailers. When introduced into new waters, these organisms can proliferate, displacing native species and damaging the water resource.

**Note:**

Transporting aquatic invasive species is illegal in Wisconsin. Please see page 13 for more information.

To prevent the spread of aquatic invasive species and diseases Wisconsin law requires that you:

- Inspect your boat, trailer, and equipment
- Remove any attached aquatic plants or animals (before launching, after loading & before transporting on a public highway)
- Drain all water from boats, motors and all equipment
- Don't move live fish away from a water body
- Buy minnows from a Wisconsin bait dealer

**Conditions for Using Leftover Minnows:**

You may take leftover minnows purchased from a Wisconsin bait dealer away from any state water only for use on that same water later. You may use leftover minnows on other waters only if no lake or river water, or other fish were added to their container. See dnr.wi.gov/fish/vhs for more information.

Safety Tip:

If you leave a water body that contains aquatic invasives, it is recommended that you also disinfect your boat, equipment and gear by either:

- Washing with -104° F water OR
- Drying thoroughly for at least 5 days

If you think you have found an aquatic invasive species, save it and contact your nearest Wisconsin Department of Natural Resources office.

For more information on aquatic invasive species found in Wisconsin visit dnr.wi.gov/invasives/aquatic/

Littering

It is illegal to dump refuse, garbage, or plastics into any state or federally controlled waters. You must store trash in a container while on board and place it in a proper receptacle on shore.

Discharge of Oil and Other Hazardous Substances

You are not allowed to discharge oil or hazardous substances into the water. You are not allowed to dump oil into the bilge of the vessel without means for proper disposal. You must dispose of oil waste at an approved reception facility. On recreational vessels, a bucket or bailer is adequate for temporary storage prior to disposing of the oil waste at an approved facility.

Note:

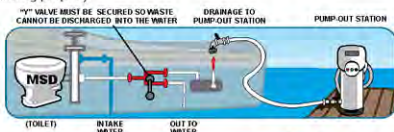
If your vessel discharges oil or hazardous substances into the water, immediately call the U. S. Coast Guard at 1-800-424-8802.

Boat and Engine Maintenance

Proper maintenance of your boat can extend its useful life and also help ensure that you and your passengers have an enjoyable and safe boating experience.

Discharge of Waste

It is unlawful to place, leave or discharge waste or waste containers into or near any Wisconsin waters. Every vessel with an installed toilet must have an operable marine sanitation device (MSD) on board. All installed marine sanitation devices must be U.S. Coast Guard—certified and working properly.



Pre-Launch Checklist

No two boating trips are the same; every experience is different. It is important not to take any boating trip lightly. In addition, not every boater has the same comfort level or experience on the water. Accidents occur when proper precautions are overlooked. You should use a pre-departure checklist before each trip, regardless of its length. The checklist is easy to review, and it will also ensure new passengers are informed and comfortable.

The following is a broad list meant to cover many types of boats and boating trips. Every item may not apply to your boating situation (This is recommended, it is not the law).

To Be Included in Your Pre-Launch Checklist
Personal flotation devices (lifejackets)

- At least one U.S. Coast Guard-approved lifejacket per passenger, and a minimum of two lifejackets total
- A throwable device for boats 16 feet and longer
- Inform all passengers where the lifejackets are located

**Sound-producing devices**

- Horn, whistle or bell present (at least two)
- If a portable air horn, have a spare can of compressed air

**Lights**

- All required navigation lights
- Check instrument lights
- Flashlight

**Distress Signals**

- Flares: stored in an accessible, dry location
- Inform all passengers of signal location and use

**Docking and Anchoring**

- At least one anchor attached to the anchor line
- Two or three extra dock lines
- Inspect dock and anchor lines for wear and tear; replace if frayed
- Two fenders for docking

**Documentation**

- Keep registration, radio license, fishing permit, Boater Education Card on board
- Keep local charts on hand for quick reference

**Fire Extinguishers**

- U.S. Coast Guard-approved fire extinguisher stored in an accessible place
- Ensure mounts are secure
- Inform all passengers of fire extinguisher location(s)

**Tools and Spares**

- Basic toolbox
- Spares aboard: fuel filter, light bulbs, etc.

**Emergency Boat Operation**

- Inform all passengers of procedures for stormy weather or falls overboard
- Know how to operate the radio
 - First aid kit (on board and accessible)

**Fuel and Oil**

- Make sure tanks are full
- Check the engine oil and coolant levels

**Ventilation**

- On powered vessels, ensure interior spaces are well ventilated
- Run blower before starting the engine if fumes are present
- If fumes are present after blowing, look for a leak or spill

**Battery Care**

- Make sure all terminals are covered and battery is strapped down
- Make sure all powered equipment is working
- Have spare batteries for accessories (handheld radio, flashlight, etc.)
- Make sure batteries are charged

**Weather Forecast**

- Leave a float plan with a responsible party
- Did you check the weather forecast?
- Have a handheld radio to monitor weather

**Bilges**

- Make sure bilge is dry and pump is functional
- Clean bilge of any spills or waste



Day	Jan		Feb		Mar		Apr		May		Jun	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
1	7:31	4:17	7:12	6:52	6:29	5:37	6:30	7:18	5:38	7:57	5:04	8:32
2	7:31	4:18	7:10	6:50	6:27	5:38	6:28	7:20	5:36	7:59	5:04	8:33
3	7:31	4:19	7:09	6:49	6:25	5:40	6:27	7:21	5:35	8:00	5:03	8:34
4	7:31	4:20	7:08	6:48	6:23	5:41	6:25	7:22	5:33	8:01	5:03	8:35
5	7:31	4:21	7:07	6:47	6:21	5:42	6:23	7:24	5:32	8:02	5:02	8:35
6	7:30	4:22	7:05	6:45	6:20	5:44	6:21	7:25	5:31	8:04	5:02	8:36
7	7:30	4:23	7:04	6:44	6:18	5:45	6:19	7:26	5:29	8:05	5:01	8:37
8	7:30	4:24	7:02	6:42	6:16	5:47	6:17	7:28	5:28	8:06	5:01	8:38
9	7:30	4:25	7:01	6:41	6:14	5:48	6:15	7:29	5:26	8:07	5:01	8:38
10	7:29	4:26	7:00	6:40	6:12	5:49	6:13	7:30	5:25	8:09	5:01	8:39
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12	7:29	4:29	6:57	6:37	6:08	5:52	6:10	7:33	5:23	8:11	5:00	8:40
13	7:28	4:30	6:55	6:35	6:07	5:53	6:08	7:34	5:21	8:12	5:00	8:40
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21	7:23	4:41	6:43	6:23	6:51	7:04	5:54	7:44	5:13	8:21	5:01	8:43
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29	7:15	4:52			6:36	7:14	5:41	7:55	5:06	8:30	5:04	8:44
30	7:14	4:53			6:34	7:16	5:39	7:56	5:05	8:30	5:04	8:43
31	7:13	4:55			6:32	7:17		5:05	8:31			

Day	Jul		Aug		Sep		Oct		Nov		Dec	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
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2	5:05	8:43	5:35	8:17	6:12	7:26	6:50	6:28	7:31	5:35	7:12	4:07
3	5:06	8:43	5:36	8:16	6:14	7:24	6:51	6:27	7:33	5:34	7:13	4:07
4	5:06	8:42	5:37	8:15	6:15	7:22	6:52	6:25	7:34	5:33	7:14	4:07
5	5:07	8:42	5:38	8:12	6:16	7:21	6:54	6:23	7:36	5:31	7:15	4:06
6	5:08	8:42	5:39	8:12	6:17	7:19	6:55	6:21	7:37	5:30	7:16	4:06
7	5:09	8:41	5:41	8:10	6:19	7:17	6:56	6:19	7:38	5:29	7:17	4:06
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28	5:29	8:24	6:06	7:35	6:45	6:36	7:24	5:43	8:07	5:09	7:30	4:13
29	5:30	8:22	6:08	7:34	6:46	6:34	7:26	5:41	8:08	5:09	7:31	4:14
30	5:31	8:21	6:09	7:32	6:47	6:32	7:27	5:40	8:09	5:08	7:31	4:15
31	5:32	8:20	6:10	7:30			7:29	5:38			7:31	4:16

APPENDIX C 2010 SOUTHERN SUNRISE-SUNSET CHART

Day	Jan		Feb		Mar		Apr		May		June	
	am	pm	am	pm	am	pm	am	pm	AM	PM	AM	PM
1	7:25	4:25	7:08	5:02	6:28	5:40	6:33	7:18	5:43	7:54	5:12	8:26
2	7:25	4:25	7:07	5:03	6:26	5:41	6:31	7:19	5:42	7:55	5:12	8:27
3	7:25	4:26	7:05	5:05	6:24	5:42	6:29	7:20	5:40	7:56	5:11	8:27
4	7:25	4:27	7:04	5:06	6:22	5:43	6:27	7:21	5:39	7:57	5:11	8:28
5	7:25	4:28	7:03	5:07	6:21	5:45	6:25	7:23	5:38	7:58	5:10	8:29
6	7:25	4:29	7:02	5:09	6:19	5:46	6:24	7:24	5:36	7:59	5:10	8:30
7	7:24	4:30	7:01	5:10	6:17	5:47	6:22	7:25	5:35	8:01	5:10	8:30
8	7:24	4:31	6:59	5:11	6:16	5:48	6:20	7:26	5:34	8:02	5:09	8:31
9	7:24	4:33	6:58	5:13	6:14	5:50	6:18	7:27	5:33	8:03	5:09	8:32
10	7:24	4:34	6:57	5:14	6:12	5:51	6:17	7:29	5:31	8:04	5:09	8:32
11	7:23	4:35	6:55	5:16	6:10	5:52	6:15	7:30	5:30	8:05	5:09	8:33
12	7:23	4:36	6:54	5:17	6:09	5:53	6:13	7:31	5:29	8:06	5:09	8:33
13	7:23	4:37	6:52	5:18	6:07	5:55	6:12	7:32	5:28	8:07	5:09	8:34
14	7:22	4:38	6:51	5:20	7:05	6:56	6:10	7:33	5:27	8:08	5:08	8:34
15	7:22	4:40	6:50	5:21	7:03	6:57	6:08	7:35	5:26	8:10	5:08	8:35
16	7:21	4:41	6:48	5:22	7:01	6:58	6:06	7:36	5:25	8:11	5:09	8:35
17	7:20	4:42	6:47	5:24	7:00	7:00	6:05	7:37	5:24	8:12	5:09	8:35
18	7:20	4:43	6:45	5:25	6:58	7:01	6:03	7:38	5:23	8:13	5:09	8:36
19	7:19	4:45	6:44	5:26	6:56	7:02	6:02	7:39	5:22	8:14	5:09	8:36
20	7:19	4:46	6:42	5:28	6:54	7:03	6:00	7:41	5:21	8:15	5:09	8:36
21	7:18	4:47	6:41	5:29	6:52	7:05	5:58	7:42	5:20	8:16	5:09	8:36
22	7:17	4:48	6:39	5:30	6:51	7:06	5:57	7:43	5:19	8:17	5:09	8:37
23	7:16	4:50	6:37	5:32	6:49	7:07	5:55	7:44	5:18	8:18	5:10	8:37
24	7:15	4:51	6:36	5:33	6:47	7:08	5:54	7:45	5:17	8:19	5:10	8:37
25	7:15	4:52	6:34	5:34	6:45	7:09	5:52	7:46	5:16	8:20	5:10	8:37
26	7:14	4:54	6:33	5:36	6:43	7:11	5:51	7:48	5:16	8:21	5:11	8:37
27	7:13	4:55	6:31	5:37	6:42	7:12	5:49	7:49	5:15	8:22	5:11	8:37
28	7:12	4:56	6:29	5:38	6:40	7:13	5:48	7:50	5:14	8:22	5:11	8:37
29	7:11	4:58			6:38	7:14	5:46	7:51	5:14	8:23	5:12	8:37
30	7:10	4:59			6:36	7:15	5:45	7:52	5:13	8:24	5:12	8:37
31	7:09	5:01			6:34	7:17			5:13	8:25		

APPENDIX C 2010 SOUTHERN SUNRISE-SUNSET CHART

Day	July		Aug		Sep		Oct		Nov		Dec	
	AM	PM	AM	PM	AM	PM	AM	PM	am	pm	am	pm
1	5:13	8:36	5:40	8:14	5:14	7:26	6:48	6:32	7:27	5:42	7:05	4:15
2	5:13	8:36	5:41	8:13	6:16	7:25	6:50	6:30	7:28	5:40	7:06	4:15
3	5:14	8:36	5:42	8:11	6:17	7:23	6:51	6:28	7:29	5:39	7:07	4:14
4	5:15	8:36	5:43	8:10	6:18	7:21	6:52	6:26	7:31	5:38	7:08	4:14
5	5:15	8:35	5:44	8:09	6:19	7:19	6:53	6:25	7:32	5:36	7:09	4:14
6	5:16	8:35	5:45	8:08	6:20	7:18	6:54	6:23	7:33	5:35	7:10	4:14
7	5:17	8:35	5:46	8:06	6:21	7:16	6:56	6:21	6:35	5:34	7:11	4:14
8	5:17	8:34	5:48	8:05	6:22	7:14	6:57	6:19	6:36	5:33	7:12	4:14
9	5:18	8:34	5:49	8:03	6:23	7:12	6:58	6:18	6:37	5:32	7:13	4:14
10	5:19	8:33	5:50	8:02	6:25	7:10	6:59	6:16	6:39	5:31	7:14	4:14
11	5:20	8:33	5:51	8:01	6:26	7:08	7:00	6:14	6:40	5:29	7:15	4:14
12	5:20	8:32	5:52	7:59	6:27	7:07	7:02	6:13	6:41	5:28	7:15	4:14
13	5:21	8:32	5:53	7:58	6:28	7:05	7:03	6:11	6:42	5:27	7:16	4:14
14	5:22	8:31	5:54	7:56	6:29	7:03	7:04	6:09	6:44	5:26	7:17	4:14
15	5:23	8:30	5:55	7:55	6:30	7:01	7:05	6:07	6:45	5:25	7:18	4:14
16	5:24	8:30	5:56	7:53	6:31	6:59	7:06	6:06	6:47	5:25	7:18	4:15
17	5:25	8:29	5:58	7:52	6:32	6:58	7:08	6:04	6:48	5:24	7:19	4:15
18	5:26	8:28	5:59	7:50	6:34	6:56	7:09	6:03	6:49	5:23	7:20	4:15
19	5:27	8:27	6:00	7:48	6:35	6:54	7:10	6:01	6:50	5:22	7:20	4:16
20	5:28	8:26	6:01	7:47	6:36	6:52	7:11	5:59	6:52	5:21	7:21	4:16
21	5:29	8:26	6:02	7:45	6:37	6:50	7:13	5:58	6:53	5:20	7:21	4:17
22	5:29	8:25	6:03	7:44	6:38	6:48	7:14	5:56	6:54	5:20	7:22	4:17
23	5:30	8:24	6:04	7:42	6:39	6:46	7:15	5:55	6:55	5:19	7:22	4:18
24	5:31	8:23	6:05	7:40	6:40	6:45	7:17	5:53	6:57	5:18	7:23	4:18
25	5:32	8:22	6:07	7:39	6:42	6:43	7:18	5:52	6:58	5:18	7:23	4:19
26	5:34	8:21	6:08	7:37	6:43	6:41	7:19	5:50	6:59	5:17	7:24	4:20
27	5:35	8:20	6:09	7:35	6:44	6:39	7:20	5:49	7:00	5:17	7:24	4:20
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29	5:37	8:17	6:11	7:32	6:46	6:36	7:23	5:46	7:02	5:16	7:24	4:22
30	5:38	8:16	6:12	7:30	6:47	6:34	7:24	5:44	7:04	5:15	7:25	4:23
31	5:39	8:15	6:13	7:28			7:26	5:43			7:25	4:23

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Front cover photo:

Kayaking among the sandstone formations of the Wisconsin River near Wisconsin Dells.

Back cover photo:

Mississippi River Boats near Potosi, WI.

Mandatory Boater Education Requirement

In Wisconsin waters, if you were born on or after January 1, 1989, you are required to complete a boating safety course to legally operate a motorized boat or personal watercraft (PWC). Even if you are not required to have a safety certification card, earning one can save you money on boat insurance and make you a safer boater.

Wisconsin DNR ID number:

Before taking a certification course, you must be assigned a DNR Customer ID number. Call 1-888-936-7463 between 7 a.m. and 10 p.m. daily.

There are 2 convenient options for certification

1. Internet

Please visit either of our approved internet courses at www.BoaterExam.com or www.Boat-ed.com. Both courses offer a variety of interactive and engaging elements in their study guides including: narration, animations and hundreds of detailed illustrations.

2. Classroom

Call 1-888-936-7463 for classroom courses offered by Wisconsin DNR in your area or visit dnr.wi.gov and search for 'boating safety'.

You can also find classroom courses offered by the United States Power Squadron at www.usps.org or the United States Coast Guard Auxiliary at www.uscgaux.org

