

## Changes to Bring 2018 Printing to 2022 Version

*Note: Apply 2018 errata before these changes.*

### SECTION 1

**Page 9 Figure 1-16 change text to read:** Boats steer from the stern.

**Page 10 Insert new para 96a:**

Jet drive powered Personal Watercraft (PWC) have no external propeller. The jet drive provides forward movement and steering. IF THE JET DRIVE IS AT IDLE OR TURNED OFF, THE PWC HAS NO STEERING. See page 11, paragraphs 102 and 103.

### SECTION 2

**Page 20 Insert new para 6a**

#### **Sustained Focus**

Similarly, emphasize the selection of the correct PFD for the planned boating activity, determining serviceability and proper sizing, and WEAR IT! Planning for boating activity includes checking weather predictions, and correct decision making to not expose boaters to foul weather. Filing of a FLOAT Plan is emphasized, as is checking navigation charts for safe passage and hazard avoidance. Preventive maintenance through daily, checks and annual Vessel Safety Checks (VSCs) are emphasized. Emphasis continues for pre-departure briefings to all aboard and the use of checklists to ensure all is in good order. Choosing the right PFD, adjusting the straps so that it fits snugly and comfortably, ensuring it is the proper Type or Level for the boating activities planned, labeling the PFD with the names of the people they were sized for to reduce grabbing the wrong PFD should more than 1 person remove theirs, and having someone verify that these items were done correctly is essential for every person on board, before leaving the dock. Boating procedures are highlighted such as compliance with regulatory buoys, and no-wake zones to prevent accidents and protect the environment. **Remember to attach a whistle and light to every PFD and WEAR IT.**

**Page 20 Replace advisory note in margin with:**

**New PFD Labels** The emerging labels will use the term “Level” on the PFDs, followed by a number. Labels range from “Level” 50 through “Level” 275. Level 50 provides minimum buoyancy and is used in confined or protected waters. Level 275 provides maximum buoyancy and is used in open ocean boating. The increase in level number reflects increasing buoyancy ability, lifting the mouth and nose freeboard higher. PFD education in ABC3 continues to include the legacy “TYPE” labeling since those PFDs will be in use, provided they remain in “serviceable condition,” for several more years. Since students will be exposed to both labeling systems, the 2018 ABC3 manual discussions include both the legacy labels (Type I, II, III, IV, and V) and the new PFD “levels 50 – 275” labeling. The PowerPoint presentation includes examples of the “Level” labels and introduces the icons that identify the uses and restrictions for each model of PFD. USPS emphasis continues - wear a PFD always when on the water!

Page 27 replace Table 2-3 with:

<b>Boat model year of 2018 and newer.</b>		
<b>NOTE - may carry only 5-B or 20-B rated fire extinguishers with date stamp</b>		
<b>Length (feet)</b>	<b>If no fixed fire extinguishing system in machinery space</b>	<b>Minimum number of 5-B rated portable fire extinguishers required, if fixed fire extinguishing system in machinery space</b>
<b>Under 16</b>	<b>1</b>	<b>0</b>
<b>16 but less than 26</b>	<b>1</b>	<b>0</b>
<b>26 but less than 40</b>	<b>2</b>	<b>1</b>
<b>40 up to 65</b>	<b>3</b>	<b>2</b>

**One 20-B, rated portable fire extinguisher may be substituted for two 5-B portable fire extinguishers. One 10-B is not a substitute for two 5-B.**

**Pages 27-28 insert replacement para 105-126 with:**

#### **Fire Extinguishers**

Effective 22 August 2016 the United States Coast Guard switched from a weight based to a performance-based system to measure the effectiveness of portable fire extinguishers. The USCG has adopted the UL classification system to replace the old system that uses B-I and B-II, which were based solely on the weight of the contents. The UL classification can be simplified as saying that for every "A" there is the equivalent of 1 ¼ gallons of water worth of extinguishing agent. Meaning if you were proficient in putting out fires with both methods, you could put out the same size fire with either an 8-A UL Classified portable fire extinguisher or 10 gallons of water. The UL Classification can be simplified as saying that for every "B" there is enough extinguishing agent to put out a fire covering one square foot of area. The "C" in the UL Classification is not quantified; it refers to the non-conductive nature of the extinguishing agent. If there is a "C" on the label next to classification, it will not short out any of your electrical gear.

The A still stands for Ash producing, B still stands for burning liquid, and C is still an electrical fire. The new label will read something like 10-A:60-B:C (taken from slide in Section 2) indicating it can be used on A, B, and C fires. It is equivalent to about 12.5 gallons of water, and it can put out roughly 60 square feet of fire. It is also non-conductive.

The items to look for on the sticker are the UL symbol, Classification, Old Approval (B-I or B-II), New Approval (Marine Type U.S.C.G.), USCG approval number, serial number. If the extinguisher comes with a new bracket be sure to check the old bracket to insure it is the proper model for the new extinguisher and in good mechanical working order before reusing the old bracket – better to take the time to put the new bracket in place than having an unsecured object become a guided missile at the worst possible time.

Extinguishers UL Classified 5-B:C/10-B:C (or greater) meet carriage requirements for ALL recreational vessels regardless of vessel age where extinguishers rated as Marine Type USCG Type B:C, size I or size II are only acceptable on vessels built model year 2017 or earlier. If your boat was model year 2018 or later, USCG B-I and B-II fire extinguishers are not considered to be legal fire extinguishers and therefore you may not be meeting minimum federal requirements. *Model year* means the period beginning June 1 of a year and ending on July 31 of the following year and being designated by the year in which it ends. As before, ratings that include higher

numbers or more letters are acceptable. People are encouraged to bring aboard larger extinguishers that cover a wider range of fire types. One 20-B extinguisher may be carried to replace two required 5-B extinguishers. This is the same as one B-II can replace 2 B-I extinguishers. There are special rules for vessels built prior to 1952.

Effective 20 April 2022, the Coast Guard will be removing some recordkeeping requirements from the recreational boater. They have also made a few clarifications that I have already mentioned above. But the biggest change will be in moving the recreational fire extinguishing equipment out of CFR › Title 46 › Volume 1 › Chapter I › Subchapter C › Part 25 › Subpart 25.30 (Code of Federal Regulations Title 46 or 46 CFR) to CFR › Title 33 › Chapter I › Subchapter S › Part 175 › Subpart E (Code of Federal Regulations Title 33 or 33 CFR). The purpose of the move is to keep the rules for recreational boaters separate from the rules that apply to commercial vessels. Another big item that changed was to place a 12-year life expectancy on disposable fire extinguishers. They must be replaced if they are discharged, if they have a gage or indicator, it must be in the operable range, the lock pin must be firmly in place, the nozzle must be clean and free of obstruction, and the extinguisher must not show visible signs of significant damage or corrosion. Make sure the disposable fire extinguisher is not more than 12 years old from date stamp on bottle. It must be removed from service before 31 December of the 12th year.

**The following is a quick summation of the new rules:**

**Fire extinguishers must:**

- 1) Be on board and readily accessible
- 2) Be of an approved type
- 3) Not be expired or appear to have been previously used
- 4) Be maintained in good and serviceable working condition, meaning:
  - i. If the extinguisher has a pressure gauge reading or indicator it must be in the operable range or position
  - ii. The lock pin is firmly in place
  - iii. The discharge nozzle is clean and free of obstruction
  - iv. The extinguisher does not show visible signs of significant corrosion or damage

**Page 28 Add safety note in margin**

**Safety advisory**

Do not enter a compartment after a fixed system has discharged until the compartment has cooled so fire will not reignite when air is introduced into the compartment and the compartment has been well ventilated.

**Page 28 margin, move “Engine Cut-Off Switch – life saver” note from page 31 margin to page 28.**

**Pg 28 before VISUAL DISTRESS SIGNAL insert new header and paras 134a – 134c**

**Page 28 insert new Paras 134a-134c**

**Emergency Cut Off Switch**

All “covered” (USCG term for boats less than 26 feet overall in length and capable of developing 115 pounds or more of static thrust – about 2 – 3 hp.) boats built after 4 December 2019, require an Engine Cut Off Switch (ECOS) installed. They also require an Engine Cut off Switch Link (ECOSL) capable of activating the ECOS should the operator be ejected from the helm area. The ECOSL can be mechanical or electronic. An individual operating a “covered” recreational vessel shall use an engine cut off switch link while operating on plane or above displacement speed, if one is installed. An exception to the rule is if the helm is installed within an enclosed

cabin or if the vessel does not have an ECOS and is not required to have one (HIN indicates boat was built before January 2020).

Keep in mind that any owner installed ECOS in working condition is also required to be used regardless to the age of the vessel. It is up to the owner to maintain the switch in good working order on a covered vessel. The federal law applies to navigable waters. First offense \$100, second \$200, and the third is \$300. Navigable waters of the United States are those waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport

interstate or foreign commerce. A determination of navigability, once made, applies laterally over the entire surface of the waterbody, and is not extinguished by later actions or events which impede or destroy navigable capacity.

Alabama, Arkansas, Illinois, Louisiana, Nevada, New Jersey, and Texas already had similar laws and the USCG is working with them to harmonize the two while not diminishing either.

### **SECTION 3**

**Page 47** question 22, foil “b” change to:  
b. multimedia player with radio

### **SECTION 4**

Page 49, Disclaimer, line 5 correct in depth to “in-depth”

### **SECTION 7**

Page 93: replace with page 1 of USCG accident reporting form (attached)

### **SECTION 15**

Page 169 Para 38: change header to read ***Fall-Off Controls are Engine Cut-Off Switches required by law***

### **Section 18 SUPPLEMENT**

**Page 215 paragraph 1**, change the last sentence in paragraph 1 to read:

This supplement addresses different types of digital charts.

### **Page 238 Virginia, change to**

Virginia Department of Wildlife Resources  
7870 Villa Park Drive, Suite 400  
Henrico, VA 23228  
Phone: 804-367-1000  
<https://dwr.virginia.gov>

**Pages 241-246** replace with current 6-page USCG Recreational Boating Accident Report

Page 272 replace with current Membership Application Form (2020)