

**NEW JERSEY STATE POWER VESSEL NON-PWC)
PRE-RENTAL INSTRUCTION COURSE**

In accordance with New Jersey statute N.J.S.A. 12:7-61(3) a person who is at least 18 years of age or older, and who is otherwise required to complete an approved boating safety course prior to operating a power vessel on the waters of the State of New Jersey, may operate a rented power vessel, **that is not a personal watercraft (PWC)**. The following conditions apply:

1. The person rents the power vessel from a business engaged in renting power vessels for use on the waters of the State.
2. The person has successfully completed a State-approved pre-rental instruction course provided by the owner or lesser of the power vessel prior to operating the power vessel on the waters of the State.
3. The owner of the power vessel rental business must be experienced in the operation of power vessels and must have completed a boating safety course approved by the Superintendent of State police in the Department of Law and Public Safety.

This form is designed to assist those persons who are giving as well as receiving instruction to ensure that the requirements of N.J.S.A. 12:7-61(3) are met.

Renter/Operator Name (Print) _____

Renter/Operator Signature _____ Date: _____

Instructor Name (Print) _____

Instructor Signature _____ Date _____

INSTRUCTOR INFORMATION

Boat Rental Company Name: _____

Address: _____

Boat Rental Company Owner/Manager Name: _____

I _____ Certify that I have completed a NJ State approved Boat Safety Course, I am experienced in the operation of power vessels, and I am currently acting on behalf of the above listed boat rental company from whom this vessel is being rented.

Date / Time of Rental: _____ to _____

Instructor Signature: _____

RENTER / OPERATOR INFORMATION

Renter Name: _____

Renter Address: _____

Type of ID Provided: _____ **ID #:** _____

Renter Phone: _____ **DOB:** _____ **Age:** _____

Renter Signature: _____

OTHERS PRESENT DURING PRE-RENTAL INSTRUCTION COURSE

<u>NAME</u>	<u>AGE</u>	<u>TYPE OF ID & ID #</u>	<u>OPERATOR Y/N</u>
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

VESSEL DESCRIPTION

The vessel is described as follows:

REG#: _____ **Make:** _____

Length: _____ **Color:** _____ **Engine HP:** _____

Date of Rental: _____

Time of Rental: _____ to _____

Restrictions to Navigation Area: _____

INSTRUCTION COURSE

The instructor and renter shall indicate completion of each of the topics listed below by completing the signature line following each section. The instructor shall retain the original document and shall provide a copy to the renter. Proper operation of the rented vessel must be discussed in detail and operation must be demonstrated. Completion of this course requires the renter-operator to read and understand all pages of this document. It is extremely important to remember that the operator of a power vessel, rented or otherwise, being operated on the waters of the State of New Jersey is required to obey all rules and regulations applicable to the body of water on which the vessel is to operate. It is strongly recommended that the New Jersey State Police Boating Safety Manual be consulted prior to departure from the boat rental company. The following guidelines are the minimum that must be included in a pre-rental instruction course.

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Instructor Initials: _____ **Date:** _____

THIS PRE-RENTAL COURSE DOES NOT REPLACE A BOATING SAFETY CERTIFICATE COURSE

REQUIRED INFORMATION

1. **BOATING SAFETY MANUAL:** A legible copy of the New Jersey State Police Boating Safety Manual must be carried on the rented vessel for the duration of the rental period and must be readily available for consultation by the renter-operator. A copy of the boating safety manual is available via download at www.njsp.org/marine-services or by writing to:

New Jersey State Police Division HQ
Attn: Marine Services Bureau
PO Box 7068
West Trenton, NJ 08628-0068

A qualified individual acting on behalf of the boat rental company must provide detailed instruction on the following topics:

A. Personal Flotation Devices

1. USCG approval;
2. Proper Sizing;
3. Mandatory PFD wear for water skiers, children 12 years of age and younger, etc.

B. Accidents, prevention, and common causes:

1. Capsizing, falls overboard, collisions and groundings;
2. Cold water immersion and hypothermia;
3. Capacity of vessel, safe loading of vessel, dangers of overloading;
4. Propeller safety, dangers associated with the vessel propeller;
5. Operator and passenger safety, safe seating, prevention of falls within the vessel, prevention of falls overboard;
6. Dangers associated with the speed and wake of the vessel;
7. Carbon monoxide awareness, symptoms, treatment of carbon monoxide exposure/poisoning.

C. USCG required equipment:

1. The operator must be made aware of the location of all required safety equipment and must be instructed in its proper use. The operator must be advised of potential dangers associated with the use/misuse of safety equipment (flares, etc.)

D. Operating under the influence of alcohol and/or drugs:

E. USCG Navigation Rules:

1. Meeting situation;
2. Crossing situation;
3. Overtaking situation;
4. Meaning of proper lookout;
5. Safe speed and distance;
6. Powerboat operator responsibilities around sailing and manually propelled vessels;
7. Night operation, lights on vessels;

F. Refueling:

1. Proper safety precautions;
2. Ventilation and bilge blower operation.

G. Anchoring and mooring:

1. Location and use of anchor and associated equipment must be discussed;
2. Anchoring safety, dangers associated with anchoring, including, but not limited to, the throwing of anchors and related gear, currents, safe/legal areas to anchor, and the dangers of anchoring from the stern and/or side of the vessel must be discussed;
3. Procedures for mooring and unmooring the vessel.

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H. Weather and sea conditions:

1. Advise operator of predicted/expected changes in weather and conditions;
2. Advise operator of weather and/or sea conditions that may be hazardous to the vessel or crew, or that may present difficulties to navigation.

I. Local Hazards and security zones:

1. Advise operator about local hazards, whether natural or manmade, including, but not limited to, bottom formations that may pose a hazard, wrecks, shallow water, dams, currents, waterfalls, rapids, vessel exclusion areas, slow speed/no wake areas, high vessel traffic areas, swimming areas, areas for which certain activities are not permitted, etc.
2. Advise operator about security zones and the manner in which those areas are required to be transited.

J. Buoys and navigation

K. Vessel lights and night operation.

New Jersey statutes and regulations may differ from those of other states. Where there are differences, New Jersey statutes and regulations will apply. It is extremely important to be familiar with the regulations for the State of New Jersey. The provided copy of the Boating Safety Manual should be read thoroughly and must be kept on board the vessel as a reference for the duration of operation under these guidelines.

INSTRUCTION COURSE

By signing this document both parties acknowledge and understanding that all topics are understood by the renter. Safe operation of the vessel must be discussed in detail and safe operation must be demonstrated by the instructor and renter.

EQUIPMENT AND OPERATION

2. **PERSONAL FLOATION DEVICES (PFD):** There must be at least one wearable United States Coast Guard (USCG) approved personal flotation device (PFD) for each person on board the vessel at all times. All persons who will be on board the rented power vessel must put on a USCG approved wearable PFD prior to the vessel departing from the rental business, it must be checked for condition, size and properly adjusted to the person for whom it is provided. This PFD must be on board the rented power vessel and available to that person for the duration of the rental period.

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- A. All children under 13 years old must wear a PFD while the vessel is underway.
 - B. PFD's are available in infant, child (S, M, L) and adult (XS, S, M, L, XL, XXL).
 - C. All persons engaged in water skiing must wear a PFD.
 - D. Most boating fatalities are the result of drowning.
 - E. Most boating fatalities can be prevented by wearing PFD's.
 - F. Type I and II PFD's will turn an unconscious wearer face up, a Type III will not.
 - G. Vessels 16' in length and longer must carry at least one additional USCG approved Type IV (throwable) PFD. The Type IV PFD must be immediately accessible at all times.
3. **OTHER EQUIPEMENT:** All vessels are required to carry other safety equipment. The owner of the vessel must ensure that all legally required equipment is on board, when possible, extra safety equipment should be carried. This safety equipment includes but is not limited to:
- A. **FIRE EXTINGUISHER** (if applicable) Must be fully charged, in good condition, and capable of extinguishing at least Class B fires.
 - i. Proper use, location, and inspection procedures of a fire extinguisher must be explained.
 - B. **VENTILATION:** (if applicable) Must explain proper use, function, and inspection procedures for the bilge blower and ventilation system.
 - i. Most vessel fires occur immediately after fueling, many due to improper fueling or ventilation.
 - ii. Proper fueling procedures must be explained.
 - iii. **IF ODOR OF GASOLINE IS DETECTED, DO NOT OPERATE VESSEL, GET IMMIDIATE ASSISTANCE.**
 - C. **HORN OR WHISTLE:** All vessels must carry a means to make a sufficient sound signal.
 - D. **BILGE PUMP:** Proper operation and function of the bilge pump must be explained.
 - E. **VISUAL DISTRESS SIGNAL:** With few exceptions all vessels operating in US Coastal Waters must carry approved visual distress signals.

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- 4. VESSEL LIGHTS AND NIGHTTIME OPERATION:** It is important to remember that operating a vessel in darkness or poor visibility is general much more difficult than operating in daylight conditions. All vessels that are underway between sunset and sunrise, or during times of low visibility must display proper navigation lights. In most cases, the navigation lights on vessels of less than 12 meters will be three colors: red, green, and white. The white light is visible 360 degrees around the vessel; the red light is visible from straight ahead of the vessel to a point 112.5 degrees on the port (left) side; the green light is visible from straight ahead of the vessel to a point 112.5 degrees on the starboard (right) side. Navigation lights are usually installed by the vessel manufacturer and cannot be altered in any way. By observing the lights, it is possible to determine the direction that other vessels are traveling. If you can see the red, green, and white lights of another vessel, it is traveling directly toward you; if you see its red and white lights you are looking at its port (left) side, and if you see green and white lights you are looking at its starboard (right) side.

If you see only a white light there are several possibilities: you may be approaching another vessel from astern, it may be a vessel at anchor, as an anchored vessel is only required to display a white light that is visible for 360 degrees around the vessel. Another possibility is that you are observing a small vessel that is only required to display a white light visible for 360 degrees around the vessel. Sailboats, commercial vessels, and some other vessels may show different lighting configurations than discussed above (consult boating safety manual). You must use extreme caution when approaching other vessels and take the time necessary to properly assess each situation and follow all applicable **NAVIGATION RULES**.

- 5. COMMERCIAL VESSELS:** Operating in close proximity of large commercial vessels can be extremely hazardous. Due to the size of large vessels, it can be very difficult to properly estimate their speed. As a result, many times the speed of a large vessel is underestimated, and the operator of a boat may find that a large vessel is approaching their position at a much faster rate than they had anticipated. Because of their size and weight, a great deal of distance is required for the stopping and maneuvering of these vessels. It is extremely important to keep well clear and give large vessels as much maneuvering area as possible without endangering the safety of your craft.

Another area that should be of great concern to the operator of a small craft is the wake created by a large vessel, in some cases the wake may be large enough to capsize or swamp a small vessel.

Identification of large vessels at night can at times be very difficult, due to the large hull shape and the vessels navigation lights being mounted high above the water. In some areas the navigation lights will blend in with background lights making it difficult to see the vessels and establish their direction of travel.

Great care must be taken when operating in waterways where large vessels are operated.

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- 6. AIDS TO NAVIGATION (BUOYS & DAY BEACONS):** To ensure safe operation of the vessel it is critical that the operators of the vessel are familiar with all local aids to navigation as well as any local hazards. The vessel should be equipped with all of the proper navigation charts and with all of the navigation equipment needed to safely navigate the area of operation. The operator must know how to read the chart and be familiar with symbols on the chart and how they correlate to actual aids to navigation and other structures and hazards that may be encountered. The operator must also be familiar with the operation of the vessel's navigation equipment.

In order to assist vessel operators in determining a safe course, aids to navigation have been put in place on the waterways. The aids to navigation mark the "channel," or deep water where it is safe to travel. In general, these aids to navigation are red or green. Red aids to navigation have an even number, if a red aid is lighted it will have a red light. If it is unlit, it will have a triangular (or cone) shape on the top. A green aid to navigation will have an odd number and a green light if lit, if not, it will have a square (or can) shaped top. The phrase "**red right returning**" applies to these aids to navigation. When you are approaching an aid to navigation, you must keep the **red** aids on the **right** (starboard) side of your vessel when you are **returning** from the sea. If you are on a vessel that is traveling outbound (heading toward the sea) the opposite (red on the left) will hold true. Also, as you head inbound from the sea, the numbers on the aids increase, remembering this will help you to determine if you are inbound or outbound. In some areas, it is difficult, if not impossible, to determine if you are inbound or outbound. In these areas you must consult a navigation chart. Other aids to navigation are used to show safe water (mid channel markers), anchorages, and bifurcations in channels.

When transiting a channel, you should keep your vessel as near to the starboard side of the channel as is safe and practicable, remember that large ships and other vessels must also use the channel.

- 7. OTHER LEGAL REQUIREMENTS:** There are many other requirements that a prudent operator must be aware of, these include, but are not limited to the following:
- A. OPERATING UNDER THE INFLUENCE OF INTOXICATING LIQUOR, DRUGS OR NARCOTICS:** A person is not permitted to operate a vessel while under the influence of alcohol and/or drugs or allow a person who is under the influence of alcohol and/or drugs to operate a vessel.

A person who operates a vessel under the influence of alcohol and/or drugs or permits another to operate a vessel under the influence of alcohol and/or drugs is subject to **monetary fines, suspension of boating privileges, revocation of driver license and possible imprisonment.**

- B. SPEED:** No person shall operate a power vessel or allow a power vessel to be operated where their speed may cause danger of injury o life or limb or damage to property. The speed of every power vessel shall be regulated to avoid risk of damage or injury by any means, from the power vessels wake.

All power vessels shall reduce their speed to slow speed when passing:

1. Any marina, pier, dock or wharf at a distance of 200’ or less.
2. Work barges or floats engaged in construction.
3. Through bridge spans of less than 400’.
4. Through lagoons, canals or confined areas less than 200’ wide.
5. Vessels not under command.
6. Police vessels, Coast Guard vessels and other emergency vessels with their emergency lights on.
7. “SLOW SPEED” is defined as speed at which a power vessel moves through the water and is able to maintain a minimum headway in relation to vessel or structure being passed.
8. All vessels in a marked “SLOW SPEED/NO WAKE” area shall move only at “NO WAKE SPEED” and not on plane.
9. **The operator is responsible for any damage caused by the wake of the vessel.**

- C. REGISTRATION:** All vessels 12’ and larger (except non-motorized canoes and kayaks) and all power vessels must carry a valid registration, or in the case of a rented vessel, a valid rental agreement while the vessel is underway.

NAVIGATION RULES

- 8.** Every vessel operator shall at all times adhere to all applicable Navigation Rules. The following Navigation Rules must be discussed in detail:
- A. RULE 5, LOOKOUT:** Every vessel shall at all times, maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and the risk of collision.
- B. RULE 6, SAFE SPEED:** Every vessel shall at all times proceed at a safe speed so that it can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.

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- C. **RULE 7, COLLISION:** Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist.
- D. **RULE 8, ACTION TO AVOID COLLISION:** Any action to avoid collision shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship. If necessary, to avoid collision or allow more time to assess the situation, a vessel shall slacken its speed or take all way off by stopping or reversing its means of propulsion.
- E. **RULE 9, NARROW CHANNELS:** A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on its starboard (right) side as is safe and practicable.
- F. **RULE 13, OVERTAKING:** Notwithstanding anything contained in Rules 4 – 18, any vessel overtaking any other shall keep out of the way of the vessel being overtaken. When a vessel is in any doubt as to whether she is overtaking another, she shall assume that this is the case and act accordingly.
- G. **RULE 14, HEAD ON SITUATION:** When two power-driven vessels are meeting on reciprocal (head on) or nearly reciprocal courses so as to involve risk of collision, each shall alter its course to starboard (right) so that each will pass on the port (left) side of the other.
- H. **RULE 15, CROSSING SITUATION:** When two power driven vessels are crossing so as to involve risk of collision, the vessel which has the other on its starboard (right) side shall keep out of the way and shall, if the circumstances of the case admit, avoid crossing ahead of the other vessel.
- I. **RULE 16, ACTION BY GIVE – WAY VESSEL:** Every vessel which is directed to keep out of the way of another vessel shall, so far as possible, take early and substantial action to keep well clear.
- J. **RULE 17, ACTION BY STAND – ON VESSEL:** A power-driven vessel which takes action in a crossing situation to avoid collision with another power-driven vessel shall, if the circumstances of the case admit, not alter courses to port (left) for a vessel on its own port (left) side.
- K. **OTHER SITUATIONS:** A vessel under sail will general be considered to be the stand-on vessel when encountering a power-driven vessel. In a situation where a power-driven Bessel is being operated in the area of a sailing vessel, the power vessel would be considered the **give-way vessel** (Rule 16) and will stay well clear of the sailing vessel. One of the exceptions to this is when a power vessel is being overtaken (passed) by a sailing vessel (Rule 13).

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In most overtaking situations, the vessel overtaking the other shall keep out of the way of the vessel being overtaken. When approaching a manually propelled vessel such as a rowboat or a kayak, you must also take into consideration the limited capabilities of that vessel when determining your course of action and ample space should be given to ensure safe passage. Remember that when passing other vessels or docks, your wake may cause damage to property and/or injury to others, if you are unsure if your wake or speed will create a hazard you must slow your vessel to minimum headway speed.

The navigation rules contained in this course summarize basic navigation rules for which a boat operator is responsible on inland waterways. Additional and more in-depth rules apply regarding various types of waterways, such as International Waters and Western Rivers, and operation in relation to commercial vessels and other watercrafts. It is the responsibility of a boat operator to know and follow all the navigation rules.

For a complete listing of the navigation rules, refer to the document “Navigation Rules” published by the U.S. Coast Guard (COMDTINST 16672.2 Series) and available through the U.S. Government printing office or on the web at <http://www.navcen.uscg.gov/?pageName=navRulesContent> for State specific navigation requirements, refer to the state laws where you intend to boat.

OTHER INFORMATION: It is important for the Instructor to give detailed instruction on laws and regulations concerning specific activities that the operator(s) of the rented power vessel may be engaged in such as water skiing, fishing, etc. It is also important to make the renter aware of any restricted activities, such as water skiing, etc., as well as restricted areas of operation such as security zones or hazards such as dams, wrecks, or shallow water. List restrictions in the space provided below.

<u>LIST RESTRICTIONS TO VESSEL OPERATION</u>	

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TO THE BOAT RENTAL COMPANY

It is the responsibility of the boat rental company to ensure that the person providing the instruction for this course is qualified to do so, that all required topics were covered and that this form is filled out properly. Retain the original of this form at the boat rental company as evidence that the course was properly administered.

Instructor Name: _____ **Date:** _____

Instructor Signature: _____

TO THE RENTER/OPERATOR

I, the renter/operator, understand that as the operator of a vessel I am responsible for the safety of all guests, the boat, and any damage caused by my vessel, whether by speed, wake, collision or other means. By signing below, I acknowledge that I have received adequate instruction in the operation of the rented vessel, and that I feel confident in my abilities to operate the vessel safely.

I, the renter/operator, have read and understand all pages of this document and have been provided with adequate personal instruction from the above listed Instructor, who is acting on behalf of the boat rental company from whom this vessel is being rented. I understand the content and I have been made aware that a copy of the New Jersey State Police Boating Safety Manual is on board the rented vessel, I have been shown its location, and I understand it is there for my consultation should it be needed.

I, the renter/operator, understand that a copy of this document in its entirety, as well as a copy of the New Jersey State Police Boating Safety Manual must be carried on board while I am operating the rented vessel. I understand that this pre-rental instruction course is valid only for the rental period specified on this document and the rental agreement. I understand that this pre-rental course does not constitute as an approved boating safety certificate course, and that after the rental period specified on this document and the rental agreement, I cannot operate a power vessel until such time that I have successfully completed an eight (8) hour boating safety certificate course approved by the State of New Jersey, or, in the case of future vessel rentals, another approved pre-rental course document to be considered valid.

I, the renter/operator, understand that I cannot allow anyone to operate the rented vessel who is not in compliance with all New Jersey laws and regulations and who is not listed on this form as a vessel operator.

I, the renter/operator, certify that I have completed this course in its entirety prior to operating the rented vessel.

Renter/Operator Name: _____ **Date:** _____

Renter/Operator Signature: _____

Complete this form in its entirety for each renter who has completed this course and may operate the vessel.

Total number of renters taking this course who may operate the rented vessel: _____