THE HANDBOOK OF IOWA BOATING LAWS AND RESPONSIBILITIES

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DNR

2023 Edition

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WEAR IT

A program of the National Safe Boating Council

Iowa

boat-ed.com®

BOAT IOWA

A Course on Responsible Boating

Boater education certification is required by law for some Iowa boaters. Even if it's not required for you, becoming certified may save you money on boat insurance. You have three ways to be certified:

1. Over the Internet…

Learn what you need to be a safe boat operator online! The complete course with exciting visuals awaits you on the Internet. Interactive graphics help you learn and retain information on boating safely in Iowa. Successfully complete the online test, and you will receive an Iowa Department of Natural Resources boater education certificate by mail.

Start today at www.boat-ed.com/iowa.

2. In a classroom…

Share the learning experience with other interested students and a qualified instructor. Iowa Department of Natural Resources can help you find a classroom course in your area.

Call 515-725-8200 for information or visit www.iowadnr.gov.

3. By correspondence…

Contact the Iowa Department of Natural Resources to find out about this home-study option.

Call 515-725-8200 for information.

THE HANDBOOK OF IOWA BOATING LAWS AND RESPONSIBILITIES

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Back cover photo of father and daughter paddling courtesy of the U.S. Coast Guard.

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It's the Law!

What Is a Vessel?

In this handbook, the term "vessel" means every type of watercraft, other than a seaplane, used or capable of being used as a means of transportation on water or ice.

What Are the Federal Reservoirs in Iowa?

Federal reservoirs in Iowa include Saylorville, Red Rock, Rathbun, and Coralville Reservoirs.

Boating Basics

Stay abreast of new boating laws…

- For state boating law information, contact the Iowa Department of Natural Resources at:
  - **515-725-8200.**
  - **www.iowadnr.gov.**
- For federal boating laws, visit the U.S. Coast Guard's boating safety website at **www.uscgboating.org.**

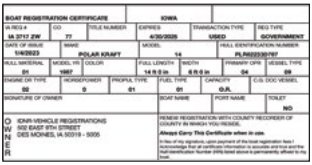
Information in this handbook does not replace what is specifically legal for boating in Iowa, which is found in Iowa Code and federal law.

Before Going Out

All operators are required to obey laws that regulate your vessel's registration and operation.

Registering Your Vessel

- You must have an Iowa Registration Certificate and registration decals to operate a vessel on Iowa's public waters legally. Exceptions to registration are:
  - Inflatable vessels, **except canoes and kayaks**, that are 7 feet or less in length
  - Canoes, kayaks, and stand-up paddleboards (SUPs) including inflatable canoes, kayaks, and SUPs that are 13 feet or less in length and have no motor or sail
  - Vessels properly registered in another state and using Iowa waters for 60 or fewer days within one calendar year
- *The Registration Certificate (pocket-sized registration certificate) must be on board and available for inspection by an enforcement officer whenever the vessel is operated.*


BOAT REGISTRATION CERTIFICATE — IOWA

IA REG #	CO	TITLE NUMBER	EXPIRES	TRANSACTION TYPE	REG TYPE
IA 3717 ZW	77		4/30/2026	USED	GOVERNMENT

DATE OF ISSUE	MAKE	MODEL	HULL IDENTIFICATION NUMBER
1/4/2023	POLAR KRAFT	14	PLR22233D707

HULL MATERIAL	MODEL YR	COLOR	FULL LENGTH	WIDTH	FRAMARK CAPS	VESSEL TYPE
01	1987		14ft 0in	4ft 0in	04	02

ENGINE OR TYPE	HORSEPOWER	PROPUL TYPE	FUEL TYPE	CAPACITY	C.G. DOC VESSEL
02	0	01	01	0.0L	

SIGNATURE OF OWNER — BOAT NAME — PORT NAME — TOILET: NO

OWNER: IOWA VEHICLE REGISTRATIONS, 502 EAST 9TH STREET, DES MOINES, IA 50319 - 5005

RENEW REGISTRATION WITH COUNTY RECORDER OF COUNTY IN WHICH YOU RESIDE.
Always Carry This Certificate when in use.
In lieu of my signature, upon payment of the boat registration fees I acknowledge that all certificate information is accurate and true and the hull identification Number (HIN) listed above is permanently affixed to my boat.

- The registration number and registration decals must be displayed as follows.
  - Number must be painted, applied as a decal, or otherwise affixed to the forward half of each side of the vessel, placed for maximum visibility.
  - No other numbers may be displayed on either side of the bow.
  - Number must read from left to right on both sides of the vessel.
  - Number must be in at least 3-inch-high, bold, **BLOCK** letters.
  - Number's color must contrast with its background.
  - Letters must be separated from the numbers by a space or hyphen: **IA 3717 ZW** or **IA-3717-ZW**.
  - Decals must be affixed on each side of the vessel, toward the stern of the registration number, 4 inches from and in line with the number.

Vessel's capacity number

Spaces or hyphens should appear here.

Registration Decal

- If a vessel is propelled by sail alone, the registration number may be placed in a position to provide maximum visibility, including placement on the mast.
- A sailboard is not required to display the registration number, but the decal must be placed on the bottom surface of the bow of the sailboard.
- If your vessel requires registration, it is illegal to operate it or allow others to operate your vessel unless it is registered and numbered as described above.

Where to Register

The Registration Certificate and registration decals are obtained by presenting the proper application form and fee to the County Recorder. Application should be made in the county of residence of the owner or the county where the vessel is principally used if the owner is a non-resident.

Registration Questions?

Call the Iowa Department of Natural Resources at **515-725-8200**.

Registration Fees* (Renewals valid for a three-year cycle)	
Type and Length of Vessel	**Fee**
No Motor or Sail, any length	$12.00
Motorboat or Sailboat	
Less than 16 ft. long (Class I)	$22.50
16 ft. to less than 26 ft. long (Class II)	$36.00
26 ft. to less than 40 ft. long (Class III)	$75.00
40 ft. long or longer (Class IV)	$150.00
Personal Watercraft	$45.00
Documented Vessel, any length	$25.00

Note: An additional $2.00 writing fee is charged by the County Recorder for each privilege, and a fee of $3.65 per registration is paid to our contractor for the implementation and data management of the web-based system.

**Fees shall be prorated during the second and third years of the three-year registration cycle.*

Other Facts About Titling and Registering

- All vessels 17 feet long or longer must have a title when purchased new, transferred, or a lien exists against the vessel. Inflatables, kayaks, and canoes are exempt from titling.
- A Registration Certificate is valid for three years and expires on April 30 of the last calendar year of the registration period. Owners of vessels that have been registered previously may be sent a renewal notice to their residence.
- If a numbered vessel is abandoned or destroyed, or if the owner's address or name is changed, the owner must notify the County Recorder within 10 days of the event.

- If you lose or destroy your Registration Certificate or decal, you must apply for a duplicate and pay a $1.00 duplicate fee, a $2.00 writing fee, and a $1.50 administrative fee.
- A vessel that has an expired registration certificate may be registered in Iowa when the owner submits the proper application, payment of all applicable registration and writing fees, and payment of a $5.00 penalty.
- Larger recreational vessels owned by U.S. citizens may (at the option of the owner) be documented by the U.S. Coast Guard (USCG). Call the USCG at **1-800-799-8362** for more information. Documented vessels also must be registered and display only the registration decals.

Buying or Selling a Vessel

The steps for transferring ownership of a vessel are essentially the same whether the "seller" is a marine dealer or the "buyer" is an individual purchasing a pre-owned vessel from an individual "seller."

- The "seller" must complete the form on the back of the Registration Certificate and deliver it to the "buyer" at the same time the vessel is delivered. If the vessel is titled, the "seller" must sign the back of the certificate of title and deliver it to the "buyer," with an assignment on it showing the title in the buyer's name.
- The "buyer" must apply for the transfer of registration, or for original registration of a new vessel, within 30 days of the purchase. In the case of a new vessel, the "buyer" may operate the vessel without displaying a registration number for a period of not more than 35 days after the purchase date, provided the vessel has attached a sign available from the dealer bearing the words "Registration Applied For," the special certificate number of the dealer, and the date of purchase. Vessels may not be on Iowa waters without a current Registration Certificate and decals.

- No vessel will be registered by the County Recorder until receipts, bills of sale, and the seller's registration and title have been presented to the Recorder.
  - If the vessel is purchased new from a dealer, the Manufacturer's Statement of Origin (MSO) or Manufacturer's Certificate of Origin (MCO) and a bill of sale are required.
  - If the vessel is already titled, the original title is required.
  - If the vessel has an expired registration from another state, an additional $5.00 penalty fee is required.

Display of Vessel Capacity

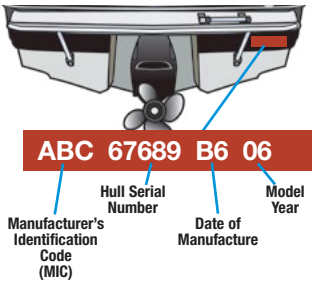
- The passenger capacity of a vessel must be painted on or attached to the starboard (right) side of the vessel within 9 inches of the transom and be clearly visible above the waterline when the vessel is fully loaded. The displayed passenger capacity must match the passenger capacity designated on the Registration Certificate.
- Most vessels have a USCG or manufacturer's plate that shows capacity in number of persons (see "Vessel Capacity"). This is the capacity number that must be on the Registration Certificate and displayed on the right side of the vessel. If a vessel does not have a capacity plate, the capacity of the vessel is the "operator's responsibility" (OR), and the letters **OR** must be on the Registration Certificate and displayed on the vessel instead of a capacity number.
- The displayed capacity number (or **OR**) must be the same size as the registration number on the bow.
- It is illegal to deface, destroy, remove, or alter a vessel's capacity plate.

Hull Identification Number (HIN)

The Hull Identification Number (HIN) is a unique, 12-digit number assigned by the manufacturer to vessels built after 1972.

- These numbers distinguish one vessel from another. They are engraved or stamped in the hull transom, or on a metal plate attached to the transom, or are printed on inflated rafts and kayaks.
- Record the HIN and put in a place separate from your vessel in case warranty problems arise or your vessel is stolen.

- If your vessel is homemade, the County Recorder may issue you an HIN, which you then must affix permanently to the transom.
- It is illegal to destroy, remove, cover, or mutilate an HIN.



Marine Events

- Permits for regattas, motorboat or other boat races, marine parades, tournaments, or exhibitions to be held on Iowa state waters must be obtained by applying to the Iowa Department of Natural Resources (IA DNR) at least 30 days in advance of the event. If the event is being held on federally controlled waters, a permit from the USCG is required also.
- The permit application for an event to be held on Iowa state waters is available online at **programs.iowadnr.gov/specialevents/Default.aspx.**

Who May Operate a Vessel

- **A person under 12 years of age** may operate a vessel propelled by a motor of more than 10 horsepower (hp), including a personal watercraft (PWC), *only if* he or she is accompanied on board by a responsible person who is at least 18 years old and experienced in operating the vessel.
- **A person 12 years of age or older but younger than 18 years of age** may operate a vessel propelled by a motor of more than 10 hp, including a PWC, *only if* he or she:
  - Has successfully completed a boater education course approved by the IA DNR ***or…***
  - Is accompanied on board by a responsible person who is at least 18 years old and experienced in operating the vessel.
- Persons required to have successfully completed a boater education course must carry their boater education certificate on board and make it available upon request by an enforcement officer.

Required Equipment

When preparing to go out on a vessel, first check that the legally required equipment is on board.

Personal Flotation Devices (PFDs)

- All vessels must have at least one USCG–approved wearable Type I, II, III, or V personal flotation device (PFD), sometimes known as a life jacket, for each person on board.
- In addition to the above requirement, one USCG–approved throwable Type IV device must be on board vessels 16 feet or longer except canoes or kayaks.

Children Must Wear PFDs: While underway on a recreational vessel on any Iowa waters, a child under 13 years old must *wear* a USCG–approved PFD unless the child is in an enclosed cabin or below deck or is a passenger on a commercial vessel with a capacity of 25 people or more.

- If a person chooses to wear a PFD that is not USCG approved (when not specifically required), a properly fitting USCG–approved PFD must be carried on board the vessel to meet the state and federal carriage requirements.
- Each person on board a PWC or being towed behind a vessel on water skis, a surfboard, or similar device must *wear* a USCG–approved Type I, II, III, or V PFD. Inflatable PFDs are not approved for persons on PWC or being towed. Windsurfers are not required to wear a PFD but must have one on board.
- PFDs must have a legible USCG approval tag and be:
  - *In good and serviceable condition.* PFDs must not have a torn or missing strap; punctured flotation bag; waterlogged flotation material; rotted material in straps, webbing, or cover; missing laces; missing hardware; torn or perforated envelope; torn stitching; or any other condition that impairs the operating efficiency. Inflatable PFDs must have operable gas cartridges.

- *Readily accessible,* which means you are able to put the PFD on quickly in an emergency.
- *Of the proper size for the intended wearer.* Sizing for PFDs is based on body weight and chest size.

TYPE I: Wearable Offshore Life Jackets

These vests are geared for rough or remote waters where rescue may take awhile. They provide the most buoyancy, are excellent for flotation, and will turn most unconscious persons face up in the water.

TYPE II: Wearable Near-Shore Vests

These vests are good for calm waters when quick rescue is likely. A Type II may not turn some unconscious wearers face up in the water.

TYPE III: Wearable Flotation Aids

These vests or full-sleeved jackets are good for calm waters when quick rescue is likely. They are not recommended for rough waters, as they will not turn most unconscious persons face up.

TYPE IV: Throwable Devices

These cushions and ring buoys are designed to be thrown to someone in trouble. Because a throwable device is not designed to be worn, it is neither for rough waters nor for persons who are unable to hold onto it.

TYPE V: Special-Use Devices

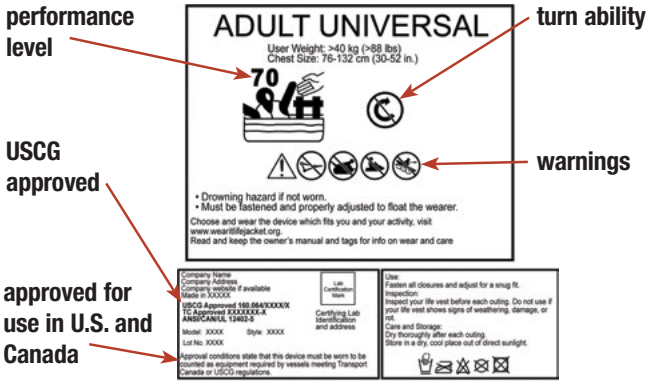
These vests, deck suits, hybrid PFDs, and others are designed for specific activities such as windsurfing, kayaking, or water-skiing. *To be acceptable, Type V PFDs must be used in accordance with their label.*

PFD Label

Every USCG–approved PFD has a label that contains important information. While boating, you may encounter old- or new-style PFD labels.

Not all PFDs available are USCG approved. Regardless if the PFD label is in the old or new style, there must be a USCG approval number, and the PFD must be used in accordance with the labeling information to meet the legal requirements.

- The older legacy labels have a type number (Types I to V).
  - The type number indicates the conditions and the intended use for which the PFD is designed.
  - PFDs with these labels may still be used in the country where they are approved as long as they are in serviceable condition.
- The new labels have a performance level icon that contains a number, typically ranging from 50 to 150.
  - A lower number means the PFD is intended for near-shore activities in calm waters. PFDs designed for near-shore use offer greater mobility and comfort. However, they will not turn most unconscious persons face up.
  - A higher number means the PFD is intended for offshore activities. PFDs designed for offshore use offer greater flotation, turning ability, and stability.
  - PFDs with these labels are approved for use in both the U.S. and Canada.



Warnings

Some PFDs are **not** approved for certain activities:

- Water-skiing
- PWC or wakeboarding
- Tubing
- Whitewater paddling

Turn Ability

- The PFD will turn an unconscious person face up. Test before use.
- The PFD will not turn an unconscious person face up.

Navigation Lights

The required navigation lights must be displayed between sunset and sunrise and whenever the weather reduces visibility.

Power-Driven Vessels When Underway

If less than 65.6 feet long, these vessels must exhibit the lights as shown in illustration 1. Remember, power-driven vessels include sailboats operating under engine power. The required lights are:

- Red and green sidelights visible from a distance of at least two miles away—or if less than 39.4 feet long, at least one mile away—on a dark, clear night.
- An all-round white light or both a masthead light and a sternlight. These lights must be visible from a distance of at least two miles away on a dark, clear night. The all-round white light (or the masthead light) must be at least 3.3 feet higher than the sidelights.

Sailboats When Underway

If less than 65.6 feet long, these vessels must exhibit the lights as shown in illustration 2. The required lights are:

- Red and green sidelights visible from a distance of at least two miles away—or if less than 39.4 feet long, at least one mile away—on a dark, clear night.
- A sternlight visible from at least two miles away.

Manually Powered Vessels When Underway

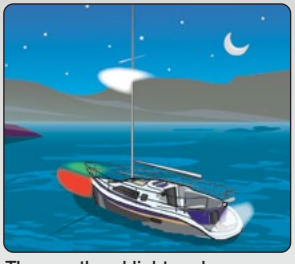
Manually powered vessels are boats that are paddled, poled, or rowed.

- **If less than 23.0 feet long**, these vessels should exhibit a white light visible for 360 degrees around the horizon and visible from a distance of at least one mile away if operating on natural lakes, Corps of Engineers impoundments, border rivers, or impoundments on inland rivers. If this light is partially obscured due to the nature of the vessel, an additional white light must be on hand to be shown in sufficient time to prevent a collision.
- **Regardless of length**, these vessels must have on board a white light to be used when necessary between sunset and sunrise when operated on bodies of water other than those listed above.

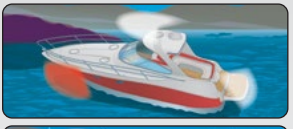
All Vessels When Not Underway

All vessels are required to display a white light visible for 360 degrees around the horizon whenever they are moored or anchored outside a designated mooring area between sunset and sunrise.

1. Power-Driven Vessels Less Than 65.6 Feet



The masthead light and sternlight may be combined as an all-round white light on vessels less than 39.4 feet long.

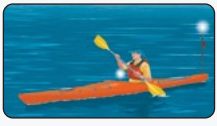


Less than 39.4 feet only

2. All Sailboats

An alternative to the sidelights and sternlight is a combination red, green, and white light, which must be exhibited near the top of the mast. The red over green and white combination lighting may also be used. (Not shown in picture.)

3. Manually Powered Vessels and Sailboats Less Than 23.0 Feet



To prevent a collision, vessel operators should never leave shore without a flashlight. Even if you plan to return before dark, unforeseen developments might delay your return past nightfall.

If sailboats are unable to display the lighting described in illustration 2, they must follow lighting requirements for Manually Powered Vessels and Sailboats Less Than 23.0 Feet.

Fire Extinguishers

Effective April 20, 2022, any non-rechargeable (disposable) fire extinguisher that is older than 12 years should be removed from service. Refer to the date of manufacturing stamped on the bottle; for example, "05" means "2005."

- All vessels, including PWC, on **federally controlled waters** are required to have a Type B fire extinguisher on board if one or more of the following conditions exist:
  - Any inboard engine
  - Double bottoms not sealed to the hull or not filled completely with flotation materials
  - Closed living spaces
  - Closed compartments where flammable or combustible materials may be stored
  - Permanently installed fuel tanks

Federally Controlled Waters

Vessels must observe federal requirements on these waters:

- Coastal waters
- The Great Lakes
- Territorial seas
- Waters that are two miles wide or wider and are connected directly to one of the above

- Vessels on Iowa state waters are required to have a Type B fire extinguisher on board if the vessel is propelled by an outboard motor of greater than 10 hp.

The following information is **effective April 20, 2022.**

- Vessels that have a model year of 2018 and newer may carry only 5-B or 20-B rated fire extinguishers with date stamp.
- Vessels with a **model year** between 1953 and 2017 may carry either:
  - Unexpired 5-B or 20-B rated fire extinguishers ***or…***
  - B-I or B-II rated fire extinguishers that are in good and serviceable condition.

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.

Fire Extinguisher Requirements

Classification	Foam	Carbon Dioxide	Dry Chemical
type & size	minimum gallons	minimum pounds	minimum pounds
5-B	1¼	4	2
20-B	2½	15	10

Length of Vessel	Without Fixed System	With Fixed System*
Less than 26 ft.	one 5-B	none
26 ft. to less than 40 ft.	two 5-B (**or** one 20-B)	one 5-B
40 ft. to less than 65 ft.	three 5-B (**or** one 20-B and one 5-B)	two 5-B (**or** one 20-B)

*refers to a permanently installed fire extinguisher system

Note: One 20-B portable fire extinguisher may be substituted for two 5-B portable fire extinguishers. For vessels with a model year between 1953 and 2017, one 20-B/B-II portable fire extinguisher may be substituted for two 5-B/B-I portable fire extinguishers.

- Approved types of fire extinguishers are identified by the following marking on the label—"Marine Type USCG Approved"—followed by the type and size symbols and the approval number.
- When required by the USCG, fire extinguishers must be on board the vessel and readily accessible—where they can be easily reached. When deciding on a place to store a fire extinguisher, make sure to consider how easy it is to reach in the event of a fire. It is recommended that the fire extinguisher be conspicuously and securely mounted on its intended hanger or bracket.
- Extinguishers must not be expired or appear to have been previously used. They must be maintained in good and serviceable condition. Good and serviceable condition means that the fire extinguisher on board:
  - Is charged and indicates it is charged if the extinguisher has a pressure gauge reading or indicator ***and…***
  - Has a pin lock that is firmly in place ***and…***
  - Does not show visible signs of significant corrosion or damage ***and…***
  - Has a discharge nozzle that is clean and free of obstructions.

Fire Extinguisher Charge Indicators

Check the charge level of your fire extinguishers regularly. Replace them immediately if they are not fully charged.

green button

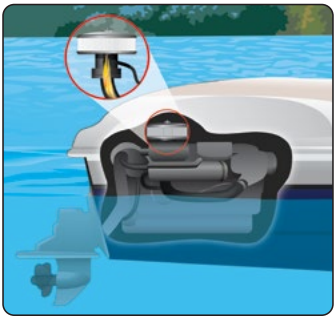
To check this style of extinguisher, depress the green button. If it is fully charged, the green button should pop back out immediately.

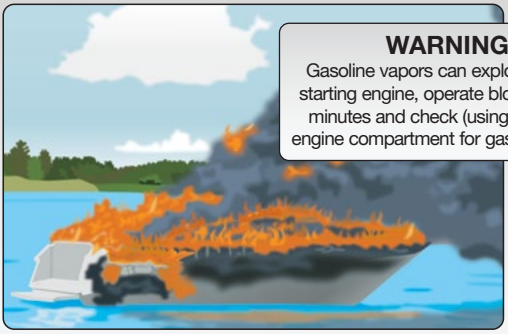
On this style of fire extinguisher, the needle indicator should be in the "full" range.

Backfire Flame Arrestors

Backfire flame arrestors are designed to prevent the ignition of gasoline vapors in case the engine backfires.

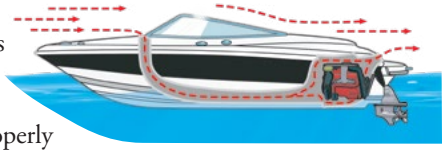
- On Iowa state waters, all powerboats (except outboards) that are fueled with a volatile liquid (such as gasoline) must have an approved backfire flame arrestor, backfire trap, or similar device on each carburetor.
- Backfire flame arrestors must be:
  - In good and serviceable condition ***and…***
  - USCG approved (must comply with SAE J-1928 or UL 1111 standards).
- Periodically clean the flame arrestor(s) and check for damage.





Vessels built after July 31, 1980, that contain power exhaust blowers in gasoline engine compartments must have the above warning sticker placed near the instrument panel.

Ventilation Systems



The purpose of ventilation systems is to avoid explosions by removing flammable gases. Properly installed ventilation systems greatly reduce the chance of a life-threatening explosion.

- All vessels with gasoline-powered engines operating on federally controlled waters, and constructed in a way that would entrap fumes, must have at least two ventilation ducts fitted with cowls to remove the fumes. On Iowa state waters, every powerboat, except open boats, using any liquid of a volatile nature as fuel, must be provided with the means for properly and efficiently ventilating the bilges of the engines and fuel tank compartments so as to remove any explosive or flammable 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 PWC), open the engine compartment and sniff for gasoline fumes before starting the engine.

Mufflers and Noise Limits

- The exhaust of every internal combustion engine on any powerboat must be effectively muffled by equipment constructed and in use to reasonably muffle vessel noise.
- Powerboats must meet the following SAE sound level tests.
  - **Stationary sound level test:** Engines manufactured before January 1, 1993, must not exceed a noise level of 90 dBA. Engines manufactured on or after January 1, 1993, must not exceed a noise level of 88 dBA.
  - **Shoreline sound level test:** Engines must not exceed a noise level of 75 dBA.
- All muffling devices used on powerboats must be in good working order and in constant operation to prevent excessive or unusual noise.
- The use of cutouts is prohibited, except for vessels competing in an authorized marine event.

Sound-Producing Devices

In periods of reduced visibility or whenever a vessel operator needs to signal his or her intentions or position, a sound-producing device is essential.

If on State Waters or on the Mississippi River, Missouri River, or Federal Reservoirs*	
Less than 16 feet long (Class I)	None required, but at least a whistle is recommended
16 feet long or longer but less than 26 feet long (Class II)	Whistle or other sound-producing device required
26 feet long or longer (Class III or IV)	Whistle or other sound-producing device **and** a bell required
*Federal reservoirs in Iowa include Saylorville, Red Rock, Rathbun, and Coralville Reservoirs.	

If on Federally Controlled Waters	
Less than 39.4 feet long (includes PWC)	Some way of making an efficient sound signal, such as handheld air horn, athletic whistle, an installed horn, etc.
39.4 feet long or longer	Device that can make an efficient sound signal that is audible for one-half mile and lasts for 4 to 6 seconds

Sound Signals

Some common sound signals that you should be familiar with as a recreational boater are as follows.

Changing Direction

- ***One short blast*** tells other boaters, "I intend to pass you on my port (left) side."
- ***Two short blasts*** tell other boaters, "I intend to pass you on my starboard (right) side."
- ***Three short blasts*** tell other boaters, "I am operating astern propulsion." For some vessels, this tells other boaters, "I am backing up."

Restricted Visibility

- ***One prolonged blast*** at intervals of not more than two minutes is the signal used by power-driven vessels when underway.
- ***One prolonged blast plus two short blasts*** at intervals of not more than two minutes is the signal used by sailboats under sail.

Warning

- ***One prolonged blast*** is a warning signal (for example, used when coming around a blind bend or exiting a slip).
- ***Five (or more) short, rapid blasts*** signal danger or signal that you do not understand or that you disagree with the other boater's intentions.

Visual Distress Signals (VDSs)

Visual distress signals (VDSs) allow vessel operators to signal for help in the event of an emergency.

- VDSs are **not** required on Iowa state waters, but it is *strongly recommended* that you carry VDSs on your vessel.
- Vessels on federally controlled waters must be equipped with VDSs that are USCG approved, in serviceable condition, and readily accessible. When operating on federally controlled waters, here are the requirements.
  - All vessels, regardless of length or type, are required to carry night signals when operating between sunset and sunrise.
  - Most vessels must carry day signals also; exceptions to the requirement for day signals are:
    - Recreational vessels that are less than 16 feet in length
    - Non-motorized open sailboats that are less than 26 feet in length
    - Manually propelled vessels
- If pyrotechnic VDSs are used, they must be dated. Expired VDSs may be carried on board, but a minimum of three unexpired VDSs must be carried in the vessel.
- The following combinations of signals are examples of VDSs that could be carried on board to satisfy USCG requirements:
  - Three handheld red flares (day and night)
  - One handheld red flare and two red meteors (day and night)
  - One handheld orange smoke signal (day), two floating orange smoke signals (day), and one electric light (night only)
- It is prohibited to display VDSs while on the water unless assistance is required to prevent immediate or potential danger to persons on board.

VDSs are classified as day signals (visible in bright sunlight), night signals (visible at night), or both day and night signals. VDSs are either pyrotechnic (smoke and flames) or non-pyrotechnic (non-combustible).

Day

Handheld Orange Smoke (Pyrotechnic)
Floating Orange Smoke (Pyrotechnic)
Orange Flag (Non-Pyrotechnic)

Night

Electric Light (Non-Pyrotechnic)

Day and Night

Red Meteor (Pyrotechnic)
Red Flare (Pyrotechnic)

Arm Signal

Although this signal does not meet VDS equipment requirements, wave your arms to summon help if you do not have other distress signals on board.

On the Water

Top Three Violations by Iowa Boaters

- Various registration violations
- Inadequate personal flotation devices
- Improper speed or distance

Unlawful Operation of a Vessel

In Iowa, these dangerous operating practices are illegal.

- **Reckless or Negligent Operation** of a vessel or the reckless manipulation of water skis, a surfboard, or similar device is operating in a manner that causes danger to the life, limb, or property of any person.
- **Improper Speed or Distance** ***(the most common violation)*** is not maintaining a proper speed or distance while operating a vessel. Specifically, it is illegal to operate a vessel:
  - At greater than **"slow, no wake speed"** in any posted "no wake zone"
  - At greater than 5 miles per hour (mph) within 100 feet of another vessel that is underway at 5 mph or less
  - At greater than 5 mph within 50 feet of another vessel that is underway at greater than 5 mph
  - At greater than 10 mph unless vision is unobstructed for at least 200 feet ahead
  - At greater than 10 mph within 300 feet of shore (except in specially zoned areas) on any inland lake or federal impoundment
  - At greater than 5 mph within 300 feet of shore on any lake in Dickinson County
  - At greater than 25 mph between one-half hour after sunset and sunrise on any lake in Dickinson County
  - At greater than 10 mph between one hour after sunset and one hour before sunrise on Lake Delhi

"Slow, No Wake Speed"—This is a speed at which the vessel does not produce a wake. "Wake" means any movement of water created by a vessel that adversely affects the activities of another person or that may adversely affect the natural features of the shoreline.

- **Overloading** is loading the vessel with more passengers and gear than the capacity number recorded on the Registration Certificate. It is illegal to operate a vessel if its capacity would be exceeded by the persons in the vessel *plus* the persons being towed on water skis, a surfboard, or similar device.
- **Overpowering** is powering the vessel beyond the recommended carrying hp shown on the capacity plate installed by the vessel manufacturer.
- **Interference With Search or Rescue** is operating a vessel in areas where search-and-rescue operations are being conducted or in an area affected by a natural disaster, unless authorized to be there by the officer in charge of the operation. If authorized to enter, you must operate your vessel at a "slow, no wake speed" and keep clear of all vessels engaged in the search-and-rescue or disaster operation.
- **Leaving Vessel Unattended** is leaving an unattended vessel tied or moored to a dock that is located immediately adjacent to a public boat launching ramp or to a dock that is posted for loading and unloading. It also is illegal to leave a vessel anchored away from the shore and unattended unless it is attached to a legal mooring buoy. Permits are required for using a mooring buoy. Applications may be obtained through the IA DNR.

Remember—As an owner of a vessel, you are responsible for any injury or damage caused by the negligent operation of your vessel.

Diver-Down Flag

- Scuba divers, skin divers, and snorkelers must display a diver-down flag that marks their diving area.
- Vessels not engaged in diving operations must stay at least 50 feet away from a displayed diver-down flag.
- Two types of flags are used to indicate diving activity.

Divers Flag

Alfa Flag

Divers Flag	Alfa Flag
A rectangular red flag with a white diagonal stripe, attached to a vessel, float, or buoy	A blue-and-white International Code Flag A (or Alfa flag), flown from a vessel

Obstructing Navigation

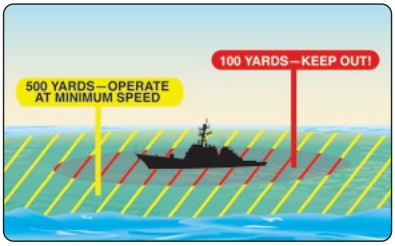
It is illegal to:

- Operate any vessel in such a way that it will interfere unnecessarily with the safe navigation of other vessels.
- Anchor a vessel in the traveled portion of a river or channel in a way that will prevent or interfere with any other vessel passing through the same area.
- Moor or attach a vessel to a buoy (other than a mooring buoy), beacon, light, or any other navigational aid placed on public waters by proper authorities.
- Move, displace, tamper with, damage, or destroy any navigational aid.
- Obstruct a pier, wharf, boat ramp, or access to any facility.

Homeland Security Restrictions

- Do not approach within 100 yards and slow to minimum 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 USCG 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 out of the ordinary. Report all activities that seem suspicious to the local authorities, the USCG, or the port or marina security.

Enforcement

IA DNR conservation officers have the authority to enforce Iowa's boating laws. The USCG also has enforcement authority on federally controlled waters.

- Officers have the authority to stop and inspect a vessel being launched, being operated, or being moored on Iowa waters to determine whether the vessel is properly registered, numbered, and equipped.
- Officers may board a vessel in the course of an inspection if the operator is unable to supply visual evidence that the vessel is properly registered and equipped.
- It is illegal to fail to bring your vessel to a stop, or to attempt to elude an officer, after being given a visual and audible signal to stop. An officer may signal you to stop by displaying a blue light or flashing blue and red lights, or by sounding a horn or siren.

Alcohol and Drugs

Just remember this simple rule: **Don't Drink and Boat!**

Iowa law prohibits anyone from boating while intoxicated (BWI). This includes the operation of any vessel or manipulation of any water skis, surfboard, or similar device while under the influence of alcohol; marijuana; a narcotic, hypnotic, or other drug; or any combination of these substances. Alcohol and drugs cause impaired balance, blurred vision, poor coordination, impaired judgment, and slower reaction times.

- Iowa law states that a person is considered to be boating while intoxicated if he or she:
  - Is under the influence of alcohol or other drug or a combination of such substances ***or…***
  - Has a blood, breath, or urine alcohol concentration of 0.08% or more ***or…***
  - Has any amount of a controlled substance present in his or her person, as measured in blood or urine.
- Iowa law establishes the following penalties for BWI.
  - Upon a first conviction, a person may be fined up to $1,000, jailed for at least 48 hours, and prohibited from operating a vessel for one year.
  - Upon a second conviction, a person may be fined up to $5,000, jailed for at least seven days, and prohibited from operating a vessel for two years.
  - Upon the third and subsequent convictions, a person may be fined up to $7,500, jailed for up to one year, and prohibited from operating a vessel for six years.
  - In addition, persons convicted of BWI will be assigned to substance abuse evaluation/treatment and must attend a course for drinking drivers.
  - Persons convicted of BWI who caused the death or injury of someone will receive severe penalties in addition to those above.

Boating Accidents and Casualties

- An operator involved in a boating accident must:
  - Stop his or her vessel *immediately* at the scene of the accident ***and…***
  - Assist anyone injured or in danger from the accident, unless doing so would seriously endanger his or her own vessel or passengers ***and…***
  - Give, in writing, his or her name, address, and vessel identification (registration number) to anyone injured and to the owner of any property damaged by the accident.
- Vessel operators involved in an accident must report the accident to the IA DNR.
  - The operator must report the accident in writing to IA DNR within 48 hours of the occurrence in cases that result in death, disappearance, or personal injuries requiring medical treatment.
  - The operator must report the accident in writing to IA DNR within five days if damage to the vessel and/or other property *exceeds $2,000*.
- Accidents should be reported on accident report forms available from the IA DNR. Report forms are available online on IA DNR's website at **www.iowadnr.gov**.

Top Three Boating Accidents in Iowa

- A boat collides with an object while cruising.
- A water-skier, tuber, or kneeboarder falls.
- A boat is operated in a reckless manner.

Discharge of Trash

- It is illegal to dump refuse, garbage, or plastics into any state or federally controlled waters. Store trash in a container on board, and place it in a proper receptacle on shore.
- If boating on federally controlled waters and your vessel is 26 feet or longer, you must display a Garbage Disposal Placard that is at least 4 x 9 inches and notifies passengers and crew about discharge restrictions.

Discharge of Oil and Other Hazardous Substances

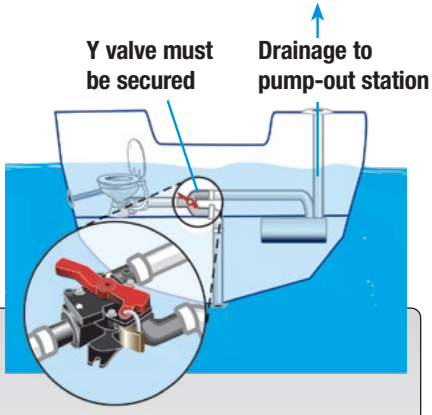
- You are not allowed to discharge oil or hazardous substances into the water.
- You are not allowed to dump oil into the bilge of the vessel without means for proper disposal.
- You must dispose of oil waste at an approved reception facility. On recreational vessels, a bucket or bailer is adequate for temporary storage.
- If boating on federally controlled waters and your vessel is 26 feet or longer, you must display a 5 x 8-inch placard near the bilge pump switch stating the Federal Water Pollution Control Act's law.

If your vessel discharges oil or hazardous substances into the water:

- Immediately call the National Response Center at **1-800-424-8802**.
- Also notify the IA DNR, Emergency Response Unit, by calling **515-725-8694**.

Discharge of Sewage and Waste

- If you have a recreational vessel with installed toilet facilities, it must have an operable marine sanitation device (MSD) on board.
  - Vessels 65 feet long or less may use a Type I, II, or III MSD.
  - Vessels over 65 feet long must install a Type II or III MSD.
- All installed devices must be USCG certified.



Types of MSDs

There are three types of MSDs.

- Types I and II MSDs are usually found on large vessels. Waste is treated with special chemicals to kill bacteria before the waste is discharged. Types I and II MSDs with Y valves that would direct the waste overboard must be secured so that the valve cannot be opened. This can be done by placing a lock or non-reusable seal on the Y valve or by taking the handle off the Y valve in a closed position.
- Type III MSDs provide no treatment and are either holding tanks or portable toilets. Collected waste should be taken ashore and disposed of in a pump-out station or onshore toilet.

Aquatic Invasive Species

- Introducing non-native species into Iowa waters can upset the balance of the ecosystem, thereby harming the environment.
- Aquatic invasive species, such as zebra mussels, quagga mussels, milfoil, and purple loosestrife, most often spread between waterways by hitching a ride on vessels and trailers. When transplanted into new waters, these organisms and many other invasive species proliferate, displacing native species and damaging the water resource.
- In Iowa, it is illegal to possess, introduce, import, purchase, sell, barter, propagate, or transport aquatic invasive species in any form. It is also illegal to transport on a public road, or place, or attempt to place into waters of the state any water-related equipment that has an aquatic invasive species or aquatic plant attached to or within the water-related equipment. A person violating any of these regulations is subject to a $500 fine. A person shall drain all water from water-related equipment when leaving the waters of the state and before transporting the water-related equipment off a water access area or riparian property. Drain plugs, bailers, valves, or other devices used to control the drainage of water from ballast tanks, bilges, and live wells shall be removed or opened while transporting water-related equipment. A person violating any of these regulations is subject to a $75 fine.
- To help protect Iowa waters:
  - Inspect your boat, trailer, and equipment and remove any visible plants, animals, or mud before leaving the area.
  - Drain the water from your boat, motor, live well, and bilge on land before leaving the area.
  - Dispose of unwanted bait in the trash. Never release fish, animals, or plants into a body of water unless they came from that body of water.
  - Rinse or dry your boat, trailer, and fishing equipment to remove or kill species that were not visible when you left a body of water. Before transporting to another body of water, rinse your vessel with high pressure and/or hot water or air-dry it for at least five days.
  - Learn to identify aquatic invasive species, and report any suspected sightings to the nearest DNR fisheries station.

Specifically for PWC

PWC operators must obey additional legal requirements that apply specifically to the operation of PWC on Iowa waters.

Requirements Specific to PWC

- Each person on board a PWC must *wear* a USCG–approved Type I, II, III, or V personal flotation device (PFD). Inflatable PFDs are not approved for use on PWC.

- PWC may not be operated between sunset and sunrise.
- If the PWC is equipped with a lanyard-type engine cut-off switch (ECOS), it *must* be maintained in an operable condition and *must* be attached to the person, clothing, or PFD of the operator *whenever the PWC is running and in use.*
- It is illegal to operate a PWC in a careless, reckless, or negligent manner that endangers the life, limb, or property of anyone. For example, it is illegal to operate:
  - At greater than "slow, no wake speed" in any posted "no wake zone"
  - At greater than 5 miles per hour (mph) within 100 feet of another vessel that is underway at 5 mph or less
  - At greater than 5 mph within 50 feet of another vessel that is underway at greater than 5 mph
  - At greater than 10 mph unless vision is unobstructed for at least 200 feet ahead
  - At greater than 10 mph within 300 feet of shore (except in specially zoned areas) on any inland lake or federal impoundment
- It is illegal to chase or harass wildlife with a PWC.

Remember—there are age and boater education restrictions for PWC operators:

- **A person under 12 years of age** may operate a PWC *only if* accompanied on board by a responsible person at least 18 years old and experienced in operating a PWC.
- **A person 12 years of age or older but younger than 18** may operate a PWC *only if* he or she has completed successfully an approved boater education course ***or*** is accompanied on board by a responsible person at least 18 years old and experienced in operating a PWC.

Specifically for Skiing

Vessel operators towing a person(s) on water skis, a surfboard, or other similar device have additional laws to follow.

Requirements for Towing Skiers

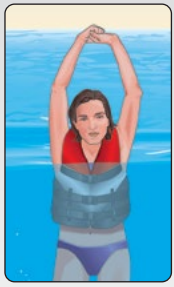
- Every vessel towing a person(s) on water skis, a surfboard, or other device must have on board, in addition to the operator, a responsible person in a position to observe the progress of the person(s) being towed.

- All persons being towed behind a vessel on water skis, a surfboard, or other device must *wear* a USCG–approved personal flotation device (PFD). Inflatable PFDs are not approved for use by persons being towed.
- A boat may tow a person(s) on water skis, a surfboard, or other device between sunrise and one-half hour after sunset only. If the towing vessel is a PWC, it may tow between sunrise and sunset only.
- It is illegal to operate any vessel in a careless, reckless, or negligent manner. It is illegal to operate a vessel:
  - At greater than 5 miles per hour (mph) within 100 feet of another vessel that is underway at 5 mph or less
  - At greater than 5 mph within 50 feet of another vessel that is underway at greater than 5 mph
- Local speed restrictions exist. It is illegal to operate at:
  - Greater than 25 mph between one-half hour after sunset and sunrise on any lake in Dickinson County
  - Greater than 10 mph between one hour after sunset and one hour before sunrise on Lake Delhi

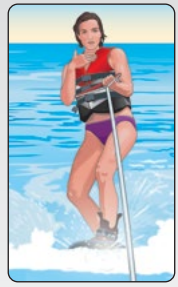
- A person may not operate a vessel if its capacity would be exceeded by the persons in the vessel plus the persons being towed. If towing a person with a PWC, the PWC must be rated to carry at least three people—the operator, the observer, and the person being towed.
- Exemptions exist for exhibitions authorized by IA DNR.
- It is recommended that boaters use a skier-down flag that is at least 12″ x 12″ in size and blaze orange in color. This flag should be raised into the air when the towed person(s) is in the water preparing to be towed or awaiting pickup by the towing vessel.

Hand Signals for Skiers

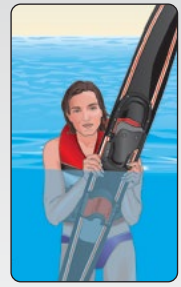
Knowing proper hand signals will help the skier(s) communicate with their boat operator or the observer.



Skier OK

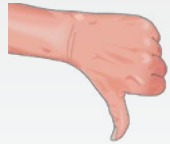


Stop



Skier down—watch!

Speed up



Slow down

Speed OK

Turn left

Turn right

Avoiding Propeller Strike Injuries

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.
- Learn to recognize warning buoys that mark swimming and hazardous areas.
- Keep the boat away from marked swimming and diving areas. Become familiar with the red-and-white or blue-and-white diver-down flags signaling that divers are below the surface.
- Make sure that passengers are seated properly before getting underway. Some operators of larger boats with several passengers have caused injuries by putting the engine in gear while people were still swimming or diving from the boat.
- Never ride on a seat back, gunwale, transom, or bow.

Devices That Reduce Propeller Strikes

There are several new technologies designed to reduce propeller strikes. The effectiveness of the devices varies, depending on the boat and the operating environment. For more information, visit the USCG's boating safety website at **www.uscgboating.org/recreational-boaters.**

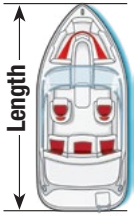
Before Going Out

Before going out on the water, take steps to make the outing safe and enjoyable.

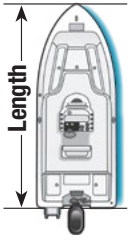
Vessel Length Classes

- A vessel's length class dictates the equipment necessary to comply with federal and state laws.
- Vessels are divided into length classes:
  - Less than 16 feet (Class I)
  - 16 feet to less than 26 feet (Class II)
  - 26 feet to less than 40 feet (Class III)
  - 40 feet to less than 65 feet (Class IV)
- Length is measured from the tip of the bow in a straight line to the stern. This does not include outboard motors, brackets, rudders, bow attachments, or swim platforms and ladders that are not a molded part of the hull.

Inboards

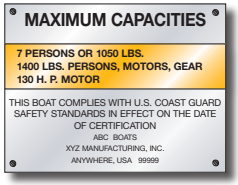


Outboards



Vessel Capacity

- Always check the capacity plate, which is usually found near the operator's position or on the vessel's transom. You must not exceed either the maximum weight capacity *or the maximum number of whole people* stated on the plate.
- Personal watercraft (PWC) and some other vessels are not required to have a capacity plate. Always follow the recommended capacity in the owner's manual and on the manufacturer's warning decal.



Fueling a Vessel

Never fuel at night unless it is an emergency. If you must refuel after dark, use only electric lights. Try to refuel away from the water or on a commercial fueling ramp.

- **Before beginning to fuel:**
  - Dock the boat securely and ask all passengers to exit.
  - Do not allow anyone to smoke or strike a match.
  - Check all fuel lines, connections, and fuel vents.
  - Turn off anything that might cause a spark—engines, fans, or electrical equipment.
  - Shut off all fuel valves and extinguish all open flames, such as galley stoves and pilot lights.
  - Close all windows, ports, doors, and other openings to prevent fumes from entering the boat.
  - Remove portable fuel tanks and fill them on the dock.
- **While filling the fuel tank:**
  - Keep the nozzle of the fuel-pump hose in contact with the tank opening to prevent producing a static spark.
  - Avoid spilling fuel into the boat's bilge or the water.
  - Never fill a tank to the brim—leave room to expand.
  - Wipe up any spilled fuel.

The most important safe fueling practice…
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 to remove gas vapors in the bilge.

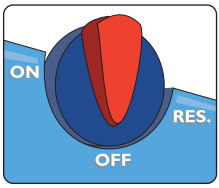
- **After fueling:**
  - Open all windows, ports, doors, and other openings.
  - Before starting the engine, sniff the bilge and engine compartment for fuel vapors.

Additional Safety Procedures for PWC

- Do not tip the PWC in order to fill it all the way up. If the tank is overfilled, the fuel may expand and spill into the water.
- After fueling, open the door of the engine compartment and sniff to check for any evidence of gas fumes. Do this before starting the engine. If you do smell gas fumes, determine the source and make repairs immediately.

Fuel Selector Switch on a PWC

This switch can help you avoid becoming stranded without fuel.



- Use the "Off" position when the PWC's engine is turned off.
- Use the "On" position while you are underway.
- Use the "Reserve" position if you run out of fuel while underway. This will allow you to return to shore. Don't forget to switch back to "On" after refueling.

Preventing Theft

Defend against theft of your vessel and equipment.

- Store your vessel so that it is not easily accessed.
  - Store your vessel and trailer in a locked garage or storage area.
  - Park another vehicle in front of the trailer, or lock the trailer to a fixed object in a well-lit area.
  - Secure the vessel and trailer to a fixed object with a good-quality chain and lock. If moored, secure the vessel to the dock with a steel cable and lock.
  - Remove a trailer wheel if parked for an extended time.
  - Purchase a quality trailer hitch lock and use it.
- Chain and lock the motor and fuel tanks to the vessel.
- Mark or engrave all equipment with an identifier such as your driver's license number.
- Photograph or videotape the interior and exterior of your vessel, showing all installed equipment and additional gear and equipment. Make a complete inventory of your equipment, vessel, and trailer.
- Remove expensive electronics or other valuables if the vessel is left unattended.
- Cover your vessel and always remove the keys.
- Title and register your vessel.

Trailering Your Vessel Safely

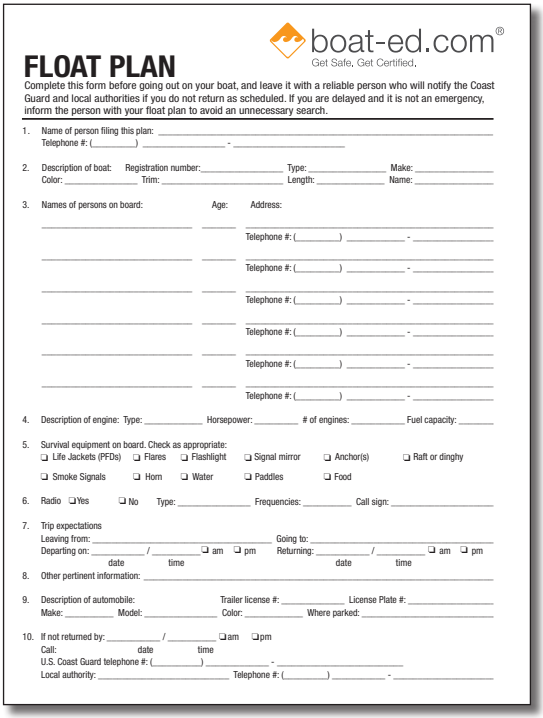
- **Before leaving home:**
  - Secure all gear in the vessel and arrange it so that the weight is evenly distributed in the vessel.
  - Properly secure the vessel with several tie-down straps and/or safety lines to prevent it from shifting. If transporting a canoe or kayak, make sure it is fastened securely to your vehicle.
  - Tilt and secure the engine to increase clearance.
  - Crisscross the safety chains when attaching them to the towing vehicle.

  - Make sure the trailer brakes and lights are working.
- **On the road:**
  - Think farther ahead on the road than usual. Remember the length added by your trailer.
  - Be aware that there may be lower speed limits for vehicles with trailers.
- **Launching your vessel from a trailer:**
  - Prepare your vessel well away from the boat ramp.
  - Back the vessel into the water until the lower unit of the engine can be submerged while on the trailer.
  - Once the engine is warmed up, back the trailer further until the vessel floats. Then back slowly off the trailer.
- **Retrieving your vessel:**
  - Back the trailer into the water so that approximately two-thirds of the rollers or bunks are submerged.
  - Move the vessel onto the trailer far enough to attach the winch line to the bow eye of the vessel. Finish pulling it onto the trailer by cranking the winch.
  - Tow the vessel off the ramp out of the way of others.
  - While at the ramp area, remove all weeds from the vessel, remove the drain plug, and drain live wells.

Filing a Float Plan

Before going out on a vessel, it is always a good idea to leave a float plan with a relative or friend, or at least with a local marina. A float plan is especially important for those participating in paddlesports. A float plan should:

- Describe the vessel, including its registration number, length, make, horsepower, and engine type.
- State where you are going, the detailed route, your planned departure time, and your expected return time.
- Give the name, address, and telephone number of each person on board and an emergency contact.



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FLOAT PLAN

Complete this form before going out on your boat, and leave it with a reliable person who will notify the Coast Guard and local authorities if you do not return as scheduled. If you are delayed and it is not an emergency, inform the person with your float plan to avoid an unnecessary search.

1. Name of person filing this plan: _____
   Telephone #: (_____) _____ - _____
2. Description of boat: Registration number:_____ Type: _____ Make: _____
   Color: _____ Trim: _____ Length: _____ Name: _____
3. Names of persons on board: Age: Address:
   _____ _____ _____
   Telephone #: (_____) _____ - _____
   _____ _____ _____
   Telephone #: (_____) _____ - _____
   _____ _____ _____
   Telephone #: (_____) _____ - _____
   _____ _____ _____
   Telephone #: (_____) _____ - _____
   _____ _____ _____
   Telephone #: (_____) _____ - _____
   _____ _____ _____
   Telephone #: (_____) _____ - _____
4. Description of engine: Type: _____ Horsepower: _____ # of engines: _____ Fuel capacity: _____
5. Survival equipment on board. Check as appropriate:
   ❑ Life Jackets (PFDs) ❑ Flares ❑ Flashlight ❑ Signal mirror ❑ Anchor(s) ❑ Raft or dinghy
   ❑ Smoke Signals ❑ Horn ❑ Water ❑ Paddles ❑ Food
6. Radio ❑Yes ❑ No Type: _____ Frequencies: _____ Call sign: _____
7. Trip expectations
   Leaving from: _____ Going to: _____
   Departing on: _____ / _____ ❑ am ❑ pm Returning: _____ / _____ ❑ am ❑ pm
   date time date time
8. Other pertinent information: _____
9. Description of automobile: Trailer license #: _____ License Plate #: _____
   Make: _____ Model: _____ Color: _____ Where parked: _____
10. If not returned by: _____ / _____ ❑am ❑pm
    Call: date time
    U.S. Coast Guard telephone #: (_____) _____ - _____
    Local authority: _____ Telephone #: (_____) _____ - _____

Pre-Departure Checklist

You can help ensure a good time while operating your vessel by performing this pre-departure check.

- ✓ Check the weather forecast for the area and time frame during which you will be boating.
- ✓ Make sure that the steering and throttle controls operate properly and all lights are working properly.
- ✓ Check for any fuel leaks from the tank, fuel lines, and carburetor.
- ✓ Check the engine compartment for oil leaks.
- ✓ Check hose connections for leaks or cracks, and make sure hose clamps are tight.
- ✓ Drain all water from the engine compartment, and be sure the bilge plug is replaced and secure.
- ✓ Check to be sure you have a fully charged engine battery and fire extinguishers.
- ✓ If so equipped, make sure the engine cut-off switch (ECOS) and wrist lanyard are in good order.
- ✓ Make sure you have the required number of personal flotation devices (PFDs), and check that they are properly fitted for each person on board and in good condition.
- ✓ Leave a float plan with a reliable friend or relative.

On the Water

Safe navigation on Iowa waterways is everyone's responsibility. All operators are equally responsible for taking action as necessary to avoid collisions.

Encountering Other Vessels

There are some rules that every operator should follow when encountering other vessels. It is the responsibility of both operators to take the action needed to avoid a collision.

To prevent collisions, every operator should follow the three basic rules of navigation.

- Practice good seamanship.
- Keep a sharp lookout.
- Maintain a safe speed and distance.

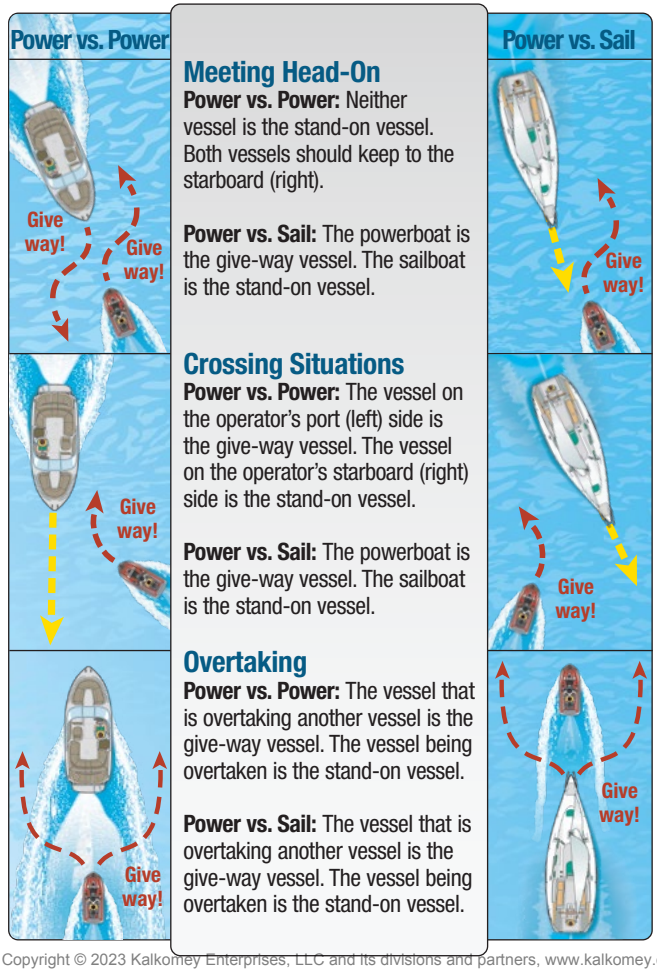
Encountering Vessels With Limited Maneuverability

- When operating a power-driven vessel, you must give way to:
  - Any vessel not under command, such as an anchored or disabled vessel
  - Any vessel restricted in its ability to maneuver, such as a vessel towing another or laying cable, or one constrained by its draft, such as a large ship in a channel
  - A vessel engaged in commercial fishing
  - A sailboat under sail unless it is overtaking
- When operating a vessel under sail, you must give way to:
  - Any vessel not under command
  - Any vessel restricted in its ability to maneuver
  - A vessel engaged in commercial fishing
- When operating a power-driven vessel or a vessel under sail, you must give way to any manually propelled vessel.

Navigation Rules

There are two terms that help explain these rules.

- **Stand-on vessel:** The vessel that should maintain its course and speed
- **Give-way vessel:** The vessel that must take early and substantial action to avoid collision by stopping, slowing down, or changing course



Meeting Head-On

Power vs. Power: Neither vessel is the stand-on vessel. Both vessels should keep to the starboard (right).

Power vs. Sail: The powerboat is the give-way vessel. The sailboat is the stand-on vessel.

Crossing Situations

Power vs. Power: The vessel on the operator's port (left) side is the give-way vessel. The vessel on the operator's starboard (right) side is the stand-on vessel.

Power vs. Sail: The powerboat is the give-way vessel. The sailboat is the stand-on vessel.

Overtaking

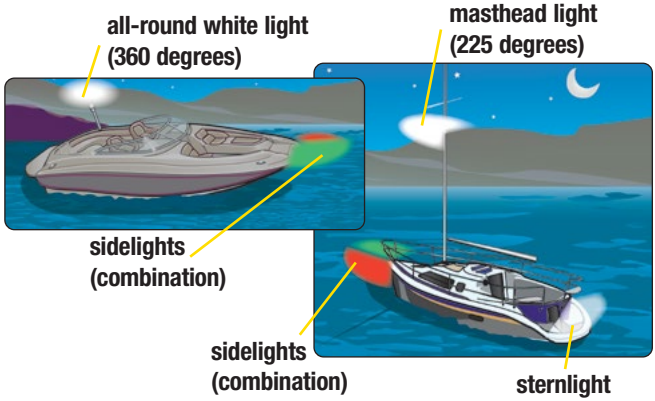
Power vs. Power: The vessel that is overtaking another vessel is the give-way vessel. The vessel being overtaken is the stand-on vessel.

Power vs. Sail: The vessel that is overtaking another vessel is the give-way vessel. The vessel being overtaken is the stand-on vessel.

Nighttime Navigation

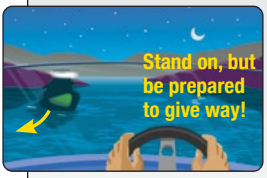
Be on the lookout for the lights of other vessels when boating at night. Several types of lights serve as navigational aids at night. There are four common navigation lights.

- **Sidelights:** These red and green lights are called sidelights (also called combination lights) because they are visible to another vessel approaching from the side or head-on. The red light indicates a vessel's port (left) side; the green indicates a vessel's starboard (right) side.
- **Sternlight:** This white light is seen only from behind or nearly behind the vessel.
- **Masthead Light:** This white light shines forward and to both sides and is required on all power-driven vessels. A masthead light must be displayed by all vessels when under engine power. The absence of this light indicates a sailboat under sail.
- **All-Round White Light:** On power-driven vessels less than 39.4 feet in length, this light may be used to combine a masthead light and sternlight into a single white light that can be seen by other vessels from any direction. This light serves as an anchor light when sidelights are extinguished. In Iowa, an all-round white light is required on manually powered vessels while underway and at anchor.

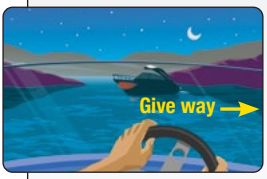


Encountering Vessels at Night

When you see only a white light, you are overtaking another vessel. It is the stand-on vessel whether it is underway or anchored. You may go around it on either side.



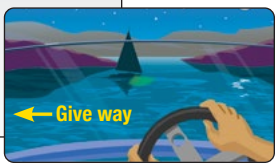
When you see a green and a white light, you are the stand-on vessel. However, remain alert in case the other vessel operator does not see you or does not know the navigation rules.



When you see a red and a white light, you must give way to the other vessel. Slow down and allow the vessel to pass, or you may turn to the right and pass behind the other vessel.

Encountering a Sailboat at Night

When you see **only a red light or only a green light**, you may be approaching a sailboat under sail and you must give way. The sailboat under sail is always the stand-on vessel.



Encountering a Manually Powered Boat at Night

When you see **only a white light**, you may be approaching a manually powered boat and you must give way.

U.S. Aids to Navigation System (ATON)

Buoys and markers are the "traffic signals" that guide vessel operators safely along some waterways. They also identify dangerous or controlled areas and give directions and information. As a recreational boat or PWC operator, you will need to know the lateral navigation markers and non-lateral markers of the U.S. Aids to Navigation System (ATON).

Lateral Markers

These navigation aids mark the edges of safe water areas; for example, directing travel within a channel. The markers use a combination of colors and numbers, which may appear on either buoys or permanently placed markers.

Red colors, red lights, and even numbers indicate the right side of the channel as a boater enters from the open sea or heads upstream.

Green colors, green lights, and odd numbers indicate the left side of the channel as a boater enters from the open sea or heads upstream.

Red and green colors and/or lights indicate the preferred (primary) channel. If green is on top, the preferred channel is to the right as a boater enters from the open sea or heads upstream; if red is on top, the preferred channel is to the left.

Nuns are red cone-shaped buoys marked with even numbers.

Cans are green cylindrical-shaped buoys marked with odd numbers.

Lighted Buoys use the lateral marker colors and numbers discussed above; in addition, they have a matching colored light.

Daymarks are permanently placed signs attached to structures, such as posts, in the water. Common daymarks are red triangles (equivalent to nuns) and green squares (equivalent to cans). They may be lighted also.

Red Right Returning

is a reminder of the correct course when returning from open waters or heading upstream.

Non-Lateral Markers

Non-lateral markers are navigational aids that give information other than the edges of safe water areas. The most common are regulatory markers which are white and use orange markings and black lettering. These markers are found on lakes and rivers.

Information

Squares indicate where to find food, supplies, repairs, etc., and give directions and other information.

Controlled

Circles indicate a controlled area such as speed limit, no fishing or anchoring, ski only or no skiing, or "slow, no wake."

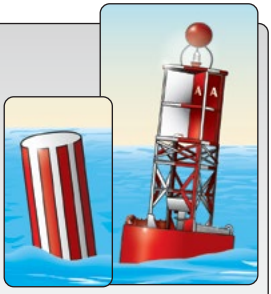
Exclusion

Crossed diamonds indicate areas off limits to all vessels such as swimming areas, dams, and spillways.

Danger

Diamonds warn of dangers such as rocks, shoals, construction, dams, or stumps. Always proceed with caution.

Other Non-Lateral Markers



Safe Water Markers are white with red vertical stripes and mark mid-channels or fairways. They may be passed on either side.

Inland Waters Obstruction Markers are white with black vertical stripes and indicate an obstruction to navigation. You should not pass between these buoys and the nearest shore.

Mooring Buoy

Mooring buoys are white with a blue horizontal band and are found in marinas and other areas where vessels are allowed to anchor.

Weather Emergencies

Weather can change very rapidly and create unexpected situations for boat operators. Even meteorologists have trouble predicting rapid weather changes. You should always monitor weather developments. One way is to tune a VHF radio to the frequencies.

What to Do if Caught in Severe Weather

- **Prepare the boat to handle severe weather.**
  - Slow down, but keep enough power to maintain headway and steering.
  - Close all hatches, windows, and doors to reduce the chance of swamping.
  - Stow any unnecessary gear.
  - Turn on your boat's navigation lights. If there is fog, sound your fog horn.
  - Keep bilges free of water. Be prepared to remove water by bailing.
  - If there is lightning, disconnect all electrical equipment. Stay as clear of metal objects as possible.
- **Prepare your passengers for severe weather.**
  - Have everyone put on a U.S. Coast Guard (USCG)–approved PFD. If passengers are already wearing their PFDs, make sure they are secured properly.
  - Have your passengers sit on the vessel floor close to the centerline for their safety and to make the boat more stable.
- **Decide whether to go to shore or ride out the storm.**
  - If possible, head for the nearest shore that is safe to approach. If already caught in a storm, it may be best to ride it out in open water rather than try to approach the shore in heavy wind and waves.
  - Head the bow into the waves at a 45-degree angle. PWC should head directly into the waves.

- If the engine stops, drop a "sea anchor" on a line off the bow to keep the bow headed into the wind and reduce drifting while you ride out the storm. In an emergency, a bucket will work as a sea anchor.
- If the sea anchor is not sufficient, anchor using your conventional anchor to prevent your boat from drifting into dangerous areas.

VHF Frequencies Broadcasting NOAA Weather Reports

162.400 MHz **162.450 MHz** **162.500 MHz** **162.550 MHz**
162.425 MHz **162.475 MHz** **162.525 MHz**

These are the most commonly used VHF channels on United States waters.

Channel 6 Intership safety communications.

Channel 9 Communications between vessels (commercial and recreational), and ship to coast (calling channel in designated USCG districts).

Channel 13 Navigational use by commercial, military, and recreational vessels at bridges, locks, and harbors.

Channel 16 Distress and safety calls to USCG and others, and to initiate calls to other vessels; often called the "hailing" channel. (Some regions use other channels as the hailing channel.) When hailing, contact the other vessel, quickly agree to another channel, and then switch to that channel to continue conversation.

Channel 22 Communications between the USCG and the maritime public, both recreational and commercial. Severe weather warnings, hazards to navigation, and other safety warnings are broadcast on this channel.

Channels 24–28 Public telephone calls (to marine operator).

Channels 68, 69, and 71 Recreational vessel radio channels and ship to coast.

Channel 70 Digital selective calling "alert channel."

Specifically for PWC

Although a PWC is considered an inboard vessel and comes under the same rules and requirements of any other vessel, there are specific considerations for the PWC operator.

Steering and Stopping a PWC

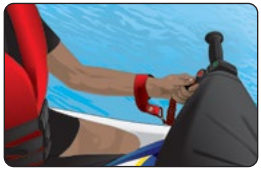
- PWC are propelled by drawing water into a pump and then forcing it out under pressure through a steering nozzle at the back of the unit. This "jet" of pressurized water is directed by the steering control—when the steering control is turned, the steering nozzle turns in the same direction. For example, if the steering control is turned right, the nozzle turns right and the jet of water pushes the back of the vessel to the left, which causes the PWC to turn right.

Remember—no power means no steering control…
Most PWC and other jet-drive vessels must have power in order to maintain control. If you allow the engine on a PWC or other jet-propelled vessel to return to idle or shut off during operation, you may lose all steering control. Many PWC will continue in the direction they were headed before the engine was shut off, no matter which way the steering control is turned. New PWC allow for off-throttle steering.

- **Most PWC do not have brakes.** Always allow plenty of room for stopping. Just because you release the throttle or shut off the engine does not mean you will stop immediately. Even PWC that have a braking system do not stop immediately.

Engine Cut-Off Switch (ECOS)

- Most PWC and powerboats come equipped by the manufacturer with an important device called an emergency engine cut-off switch (ECOS). If properly worn, this is a safety device that is designed to shut off the engine if the operator is thrown from the proper operating position. The USCG requires that operators of vessels equipped with an ECOS use the device at all times.



- A lanyard is attached to the ECOS and the operator's wrist or PFD. The switch shuts off the engine if the operator falls off the PWC or out of the powerboat. If your vessel does not come equipped with an ECOS, you should have one installed.
- If the PWC is equipped with a lanyard-type ECOS, it *must* be maintained in an operable condition and *must* be attached to the person, clothing, or PFD of the operator *whenever the PWC is in use.*

Remember…
Beginning April 2021, a new federal rule requires operators of recreational vessels less than 26 feet in length to use the ECOS if the vessel is equipped with such a device. Operators must use the ECOS whenever the vessel is operating on plane or above displacement speed.
Be sure to check with the state boating agency where you are boating to determine how this new USCG rule applies locally. For more information on this requirement, visit **uscgboating.org/recreational-boaters/engine-cut-off-switch-faq.php**.

Reboarding a Capsized PWC

After a fall, the PWC could be overturned completely. You should be familiar with the proper procedure to right the PWC and to reboard from the rear of the craft.

- Most manufacturers have placed a decal at the rear or bottom of the craft that indicates the direction to roll your PWC to return it to an upright position. If no decal exists, check your owner's manual or ask the dealer. If you roll it over the wrong way, you could damage your PWC.
- Practice reboarding with someone else around to make sure you can handle it alone. Don't ride your PWC if you are very tired because reboarding would be difficult. Also, avoid riding where there are strong currents or winds, which could hamper your reboarding efforts.

Courtesy When Encountering Other Vessels

- Jumping the wake of a passing boat, or riding too close to another PWC, a boat, or a canoe/kayak, creates risks and is restricted or even prohibited in some states. The vessel making the wake may block the PWC operator's view of oncoming traffic and also conceal the PWC operator from approaching vessels.
- Excessive noise from PWC often makes them unwelcome with other vessel operators and people on shore. Be a courteous PWC operator.
  - Vary your operating area, and do not keep repeating the same maneuver.
  - Avoid congregating with other PWC operators near shore, which increases annoying noise levels.
  - Avoid making excessive noise near residential and camping areas, particularly early in the morning.
  - Avoid maneuvers that cause the engine exhaust to lift out of the water because that increases noise levels.
  - Do not modify your engine exhaust system if it increases the noise. Improperly modified exhausts will not make your PWC faster and may raise the noise to an illegal level.

Environmental Considerations

When operating your PWC, consider the effect you may have on the environment.

- Make sure that the water you operate in is at least 30 inches deep. Riding in shallow water can cause bottom sediments or aquatic vegetation to be sucked into the pump, damaging your PWC and the environment.
- Avoid causing erosion by operating at slow speed and by not creating a wake when operating near shore or in narrow streams or rivers.

- Do not dock or beach your PWC in reeds and grasses. This could damage fragile environments.
- Take extra care when fueling your PWC in or near the water. Oil and gasoline spills are very detrimental to the aquatic environment. Fuel on land if possible.
- Never use your PWC to disturb, chase, or harass wildlife.

Other PWC Considerations

- Remember that everyone on board a PWC must *wear* a PFD.
- Keep hands, feet, loose clothing, and hair away from the pump intake area. Before cleaning debris away from the pump intake, be sure to shut off the engine.

- Keep everyone clear of the steering nozzle unless the PWC is shut off. The water jet can cause severe injuries.
- Frequently inspect your PWC's electrical systems (e.g., starter and engine gauge connections) to ensure there is no potential for electrical spark. Gas fumes could collect in the engine compartment, and an explosion could occur. After fueling, sniff the engine compartment for any evidence of gas fumes.
- Every operator and passenger should know how to swim.
- Never exceed the manufacturer's recommended capacity for your PWC.
- Know your limits, and ride according to your abilities.

Specifically for Paddlesports

Paddling down a river can be safe and enjoyable. But, according to statistics, paddlers in small crafts, such as canoes, kayaks, rafts, and stand-up paddleboards (SUPs), are more than twice as likely to drown as those operating other types of vessels.

Paddlers need to consider themselves "boaters." They must adhere to the same laws as operators of any other type of vessel and should follow the same safety practices.

Preparing for Safety

As a paddler, you can take steps to help ensure your safety.

- Always wear a PFD.
- Make sure you have the skills needed to operate a small, unstable craft safely and to reboard the craft from the water. These skills are best learned through hands-on training.
- Never paddle alone. Bring along at least one other boater. Three crafts with two paddlers each is recommended. If unfamiliar with the waterway, be sure to paddle with someone who is knowledgeable about it.
- Never overload the craft. Tie down gear, and distribute weight evenly. Maintain a low center of gravity and three points of contact. Keep your weight centered in the craft. Leaning a shoulder over the edge of the craft can destabilize it enough to cause it to capsize.
- Leave a float plan with a friend or relative. Map a general route with a timetable when embarking on a long trip.
- Know the weather conditions before you head out. While paddling, watch the weather and stay close to shore. Head for shore if the waves increase.

Safety While Paddling

- Always wear a PFD. Also wear a helmet when paddling on rapid waters.
- Don't overload the craft with passengers or gear.
- Stay seated. Standing up or moving around in a small craft can cause it to capsize.
- Fasten down all ropes so that there is no danger of becoming entangled in case you overturn.
- If you capsize, stay at the upstream end of the craft. If carried by the current, float on your back with your feet pointed downstream, keeping your toes up and your feet together. Never try to stand unless the water is too shallow to swim.
- Be alert to changing weather conditions. Get out of the water before a storm hits.
- Before paddling on a river, make sure you understand the special challenges you may encounter.
  - Consult a map of the river, and know where any low-head dams are located. Water going over a low-head dam creates a strong recirculating current at the base of the dam, which can trap you against the face of the dam under the water. Always carry your craft around a low-head dam.
  - When approaching rapids, go ashore well upstream and check them out before continuing. In dangerous conditions, carry your craft around rapids.
  - Be alert for strainers, which are river obstructions that allow water to flow through but block vessels and could throw you overboard and damage or trap your craft.

Stand-Up Paddleboards (SUPs)

The use of SUPs on lakes and rivers is growing in popularity. The USCG classifies SUPs as vessels.

- Paddleboarders must comply with recreational boating laws and rules.
- Paddleboards must have:
  - A PFD for each person on board
  - A sound-producing device such as a whistle when used on federally controlled waters
  - Navigation lights when used between sunset and sunrise—this may be a flashlight or a headlamp with a white light
  - VDSs when used on federally controlled waters

Motor Regulations for Lakes

A vessel equipped with any size motor may be operated only at "a speed not greater than 5 mph" on artificial lakes that are under the custody of the Department of Natural Resources and are more than 100 acres in size. Lakes included in the regulation are:

Lake	County (Cty)	Lake	County (Cty)
Ahquabi	Warren	Pleasant Creek	Linn
Anita	Cass	Prairie Rose	Shelby
Badger Creek	Madison	Rock Creek	Jasper
Big Creek	Polk	Sugema	Van Buren
Brushy Creek	Webster	Swan	Carroll
Darling	Washington	Three Mile*	Union
Geode	Henry	Twelve Mile	Union
Green Valley*	Union	Union Grove	Tama
Hawthorn	Mahaska	Viking	Montgomery
Icaria*	Adams	Volga	Fayette
Little River	Decatur	Wapello	Davis
Lost Grove	Scott	West	Clarke
Miami	Monroe		

*Special regulations exist.

On artificial lakes less than 100 acres in size, only a powerboat equipped with one or more outboard battery-operated electric trolling motors is allowed. There is no motor restriction on natural lakes or federal reservoirs.

Other lakes managed by counties and municipalities also have regulations. Always check local regulations. Please note that:

- On Lake Macbride, Johnson County, a boat with a motor exceeding 10 horsepower (hp) may be used from the day after Labor Day to the Thursday prior to Memorial Day weekend inclusively and operated at "a speed not greater than 5 mph."
- Only motors of 100 hp or less may be used on Loch Ayr, Ringgold County.

Motors of any hp operated at "a speed not greater than 5 mph" only are allowed on the following lakes:

Lake	County	Lake	County
Beaver Lake	Dallas	Lake Iowa	Iowa
Beeds Lake	Franklin	Lake of Three Fires	Taylor
Black Hawk Pit	Sac	Meadow Lake	Adair
Crawford Creek Lake	Ida	Otter Creek Lake	Tama
Deer Creek Lake	Plymouth	Silver Lake	Delaware
Fogle Lake	Ringgold	Thayer Lake	Union
George Wyth Lake	Black Hawk	Williamson Pond	Lucas

Conservation Officers

Adair	Grant Gelly	712-250-0303
Adams	Andrea Bevington	712-520-0508
Allamakee	Burt Walters	563-880-0108
Appanoose	Adam Arnold	641-777-2164
	Dallas Davis	641-777-2163
Audubon	Jeremy King	712-250-0061
Benton	Brett Reece (West ½)	641-751-0931
	Ron Lane (East ½)	319-350-2871
Black Hawk	Lynn Koch	319-240-5034
Boone	Brandon Bergquist	515-290-0177
	Jeff Barnes	515-290-4907
Bremer	Chris Jones	319-939-4448
	Lynn Koch	319-240-5034
Buchanan	Dakota Drish	563-920-0566
Buena Vista	Brent Koppie	712-260-1010
Butler	Jordon Hansen	319-240-8033
Calhoun	Nathan Haupert	712-330-8462
Carroll	Aron Arthur	515-370-0422
Cass	Grant Gelly	712-250-0303
Cedar	Eric Wright	319-530-6121
Cerro Gordo	Matt Washburn	641-425-0822
	Ben Schlader	641-425-0828
Cherokee	Brent Koppie (East ½)	712-260-1010
	Chad Morrow (West ½)	712-260-1023
Chickasaw	Marc Waterlander	319-240-6662
Clarke	Michael Miller	641-414-2174
Clay	Joe Yarkosky	712-260-1004
Clayton	Jerry Farmer	563-880-0422
Clinton	Lucas Webinger	563-357-1078
	Terry Nims	563-357-1812
Crawford	Gary Sisco	712-420-1486
Dallas	Dustin Eighmy	515-883-0228
Davis	Bob Stuchel	641-777-2169
	Chad Horn	641-777-7805
Decatur	Michael Miller	641-414-2174
Delaware	Dakota Drish	563-920-0566
Des Moines	Paul Kay	319-759-0751
Dickinson	Blake Mills	712-260-1017
	Dan Dirks	712-260-1018
Dubuque	Nate Johnson	563-590-1944
	Andrew Keil	563-590-1945
Emmet	Chris Subbert	712-260-1009
Fayette	Chris Jones	319-939-4448
Floyd	Jacob Fulk	319-240-9174
Franklin	Jordon Hansen	319-240-8033
Fremont	Marlow Wilson	712-520-0506
Greene	Aron Arthur	515-370-0422
Grundy	*Vacant*	641-751-5246
Guthrie	Jeremy King	712-250-0061
Hamilton	Nathan Carr	515-238-2047
Hancock	Ben Bergman	641-425-0823
Hardin	Nathan Carr	515-238-2047
Harrison	Aaron Johnson	712-249-2015
Henry	Dan Henderson	319-653-1636
Howard	Marc Waterlander	319-240-6662
Humboldt	Bill Speece	515-571-0127
Ida	Kirby Bragg	712-661-9237
Iowa	Brad Baker	319-430-1630
Jackson	Andrew Keil	563-590-1945
	Lucas Dever	319-480-0397
Jasper	Will Brickel	641-521-2003
Jefferson	Chris Flynn	641-919-9115
	Dan Henderson	319-653-1636
Johnson	Erika Billerbeck	319-330-9710
	Brad Baker	319-430-1630
Jones	Lucas Dever	319-480-0397
Keokuk	Wesley Gould	641-660-3441
Kossuth	Mitch Anderson	712-260-1003

Lee	Hunter McAninch	319-470-0788
Linn	Travis Graves	319-350-2863
	Ron Lane	319-350-2871
Louisa	Joe Fourdyce	563-260-1225
Lucas	Kyle Jensen	641-414-2175
Lyon	Tait Anderson	712-260-1006
Madison	Craig Lonneman	515-238-5005
Mahaska	John Steinbach	641-660-0741
Marion	Ken Kenyon	641-891-1246
	Eric Hoffman	641-891-2004
Marshall	*Vacant*	641-751-5246
Mills	Richard Price	712-520-0121
Mitchell	Jacob Fulk	319-240-9174
Monona	Gary Sisco	712-420-1486
Monroe	Dallas Davis	641-777-2163
	Adam Arnold	641-777-2164
Montgomery	Austin Durnan	712-520-0507
Muscatine	Derrick Slutts	563-260-1223
O'Brien	John Sells (West ½)	712-260-1019
	Joe Yarkosky (East ½)	712-260-1004
Osceola	Tait Anderson	712-260-1006
Page	Austin Durnan	712-520-0507
Palo Alto	Chris Subbert	712-260-1009
Plymouth	Chad Morrow	712-260-1023
Pocahontas	Nathan Haupert	712-330-8462
Polk	Nate Anderson	515-238-4849
	Angela Jansen	515-238-5006
Pottawattamie	Adam Gacke	712-520-5570
	Richard Price (West ⅓)	712-520-0121
Poweshiek	John Steinbach	641-660-0741
Ringgold	Corey Carlton	641-414-2173
Sac	Kirby Bragg	712-661-9237
Scott	Brooks VanDerBeek	563-349-8953
	Nick Rocca	563-349-9418
Shelby	Aaron Johnson	712-249-2015
Sioux	John Sells	712-260-1019
Story	Brandon Bergquist	515-290-0177
	Jeff Barnes	515-290-4907
Tama	Brett Reece	641-751-0931
Taylor	Andrea Bevington	712-520-0508
Union	Corey Carlton	641-414-2173
Van Buren	Chris Flynn	641-919-9115
Wapello	Bob Stuchel	641-777-2169
	Chad Horn	641-777-7805
Warren	Allen Crouse	515-238-4847
Washington	Wesley Gould	641-660-3441
Wayne	Kyle Jensen	641-414-2175
Webster	Bill Speece	515-571-0127
Winnebago	*Vacant*	641-425-0821
Winneshiek	Brian Roffman	563-380-0496
Woodbury	Steven Griebel	712-301-4009
	Stacey Bragg	712-301-6735
Worth	*Vacant*	641-425-0821
Wright	Ben Bergman	641-425-0823

Outdoor Skills Specialists

NE	Holly Schulte	319-538-9318
NW	A Jay Winter	515-669-7201
SE	Rose Danaher	515-238-4955

Public Use Waters

Water occurring in any river, stream, or creek having definite banks and bed with visible evidence of the flow of water is declared to be public waters of the state of Iowa and subject to use by the public for navigation purposes in accordance with law.

Specific Regulations and Zoning

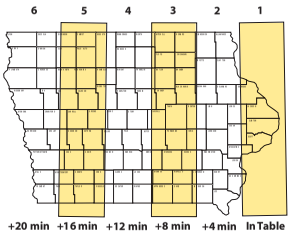
Special Regulations regarding zoning; safety areas; and other right-of-way, speed, and distance restrictions apply to the following areas:

Black Hawk Lake, Sac Cty
Brown's Lake, Woodbury Cty
Carter Lake, Pottawattamie Cty
Cedar River, Black Hawk Cty
Cedar River, Floyd Cty (Charles City)
Cedar River, Mitchell Cty
Cedar River, Chickasaw Cty (Nashua)
Coralville Lake, Johnson Cty
Crystal Lake, Hancock Cty
Des Moines River, Lee Cty
East & West Okoboji Lakes, Dickinson Cty
Five Island Lake, Palo Alto Cty
Harpers Slough, Allamakee Cty
Ingham Lake, Emmet Cty
Iowa River, Hardin Cty
Iowa River, Johnson Cty
Joyce Slough Area, Clinton Cty
Lake Odessa, Louisa Cty
Lake Icaria, Adams Cty
Lake Manawa, Pottawattamie Cty
Little Wall Lake, Hamilton Cty
Lost Island Lake, Palo Alto Cty/Clay Cty
Maquoketa River/Lake Delhi, Delaware Cty
Massey Slough, Dubuque Cty
Mississippi River, above and below all navigation lock and dam structures and other designated areas (Contact Conservation Officer, Corps of Engineers, or lock master for special rules.)
Mt. Ayr City Lake (Loch Ayr), Ringgold Cty
Raccoon River Regional Park Lake, Polk Cty
Rathbun Lake, Appanoose Cty
Red Rock Lake, Marion Cty
Saylorville Lake, Polk Cty
Shell Rock River (Greene Impoundment), Floyd Cty
Snyder Bend Lake, Woodbury Cty
Spirit Lake, Dickinson Cty
Storm Lake, Buena Vista Cty
Swan Slough, Clinton Cty
Three Mile Lake, Union Cty
Upper Gar Lake, Dickinson Cty
Wapsipinicon River, Linn Cty

The specific regulations for each area may be obtained online at **www.legis.iowa.gov/law/administrativeRules/agencies** (look for Natural Resource Commission Code 571, Chapter 40).

Sunrise and Sunset

Listed times take into account daylight saving time when in effect from the second Sunday in March to the first Sunday in November.



- The sunrise–sunset schedule at right represents Zone 1 in eastern Iowa (see map above).
- Add four minutes for each zone west of Zone 1 (see map).

	JUNE 23		JULY 23		AUG 23		SEPT 23		OCT 23		NOV 23		DEC 23	
DAY	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET
1	5:28	8:29	5:29	8:40	5:54	8:19	6:26	7:34	6:57	6:43	7:33	5:55	7:09	4:31
2	5:28	8:30	5:30	8:39	5:55	8:18	6:27	7:33	6:59	6:41	7:34	5:54	7:10	4:30
3	5:27	8:31	5:30	8:39	5:56	8:17	6:28	7:31	7:00	6:39	7:35	5:53	7:11	4:30
4	5:27	8:31	5:31	8:39	5:57	8:16	6:29	7:29	7:01	6:38	7:37	5:51	7:12	4:30
5	5:27	8:32	5:32	8:39	5:58	8:14	6:30	7:28	7:02	6:36	6:38	4:50	7:13	4:30
6	5:26	8:33	5:32	8:38	5:59	8:13	6:31	7:26	7:03	6:34	6:39	4:49	7:14	4:30
7	5:26	8:33	5:33	8:38	6:01	8:12	6:33	7:24	7:04	6:33	6:40	4:48	7:15	4:30
8	5:26	8:34	5:34	8:38	6:02	8:11	6:34	7:23	7:05	6:31	6:41	4:47	7:15	4:30
9	5:26	8:35	5:34	8:37	6:03	8:09	6:35	7:21	7:06	6:29	6:43	4:46	7:16	4:30
10	5:25	8:35	5:35	8:37	6:04	8:08	6:36	7:19	7:07	6:28	6:44	4:45	7:17	4:30
11	5:25	8:36	5:36	8:36	6:05	8:07	6:37	7:17	7:08	6:26	6:45	4:44	7:18	4:30
12	5:25	8:36	5:36	8:36	6:06	8:05	6:38	7:16	7:09	6:24	6:46	4:43	7:19	4:30
13	5:25	8:37	5:37	8:35	6:07	8:04	6:39	7:14	7:11	6:23	6:48	4:42	7:20	4:30
14	5:25	8:37	5:38	8:35	6:08	8:02	6:40	7:12	7:12	6:21	6:49	4:41	7:20	4:30
15	5:25	8:38	5:39	8:34	6:09	8:01	6:41	7:10	7:13	6:20	6:50	4:40	7:21	4:31
16	5:25	8:38	5:40	8:34	6:10	8:00	6:42	7:09	7:14	6:18	6:51	4:39	7:22	4:31
17	5:25	8:38	5:40	8:33	6:11	7:58	6:43	7:07	7:15	6:16	6:52	4:38	7:22	4:31
18	5:25	8:39	5:41	8:32	6:12	7:57	6:44	7:05	7:16	6:15	6:54	4:38	7:23	4:31
19	5:25	8:39	5:42	8:31	6:13	7:55	6:45	7:04	7:17	6:13	6:55	4:37	7:24	4:32
20	5:26	8:39	5:43	8:31	6:14	7:54	6:46	7:02	7:19	6:12	6:56	4:36	7:24	4:32
21	5:26	8:39	5:44	8:30	6:15	7:52	6:47	7:00	7:20	6:10	6:57	4:36	7:25	4:33
22	5:26	8:39	5:45	8:29	6:16	7:51	6:48	6:58	7:21	6:09	6:58	4:35	7:25	4:33
23	5:26	8:40	5:46	8:28	6:17	7:49	6:49	6:57	7:22	6:07	7:00	4:34	7:26	4:34
24	5:27	8:40	5:47	8:27	6:18	7:47	6:50	6:55	7:23	6:06	7:01	4:34	7:26	4:34
25	5:27	8:40	5:48	8:26	6:19	7:46	6:51	6:53	7:24	6:05	7:02	4:33	7:27	4:35
26	5:27	8:40	5:49	8:25	6:20	7:44	6:52	6:51	7:26	6:03	7:03	4:33	7:27	4:36
27	5:28	8:40	5:50	8:24	6:21	7:43	6:53	6:50	7:27	6:02	7:04	4:32	7:27	4:36
28	5:28	8:40	5:51	8:23	6:22	7:41	6:54	6:48	7:28	6:00	7:05	4:32	7:28	4:37
29	5:28	8:40	5:51	8:22	6:23	7:39	6:55	6:46	7:29	5:59	7:06	4:31	7:28	4:38
30	5:29	8:40	5:52	8:21	6:24	7:38	6:56	6:44	7:30	5:58	7:07	4:31	7:28	4:39
31			5:53	8:20	6:25	7:36			7:32	5:56			7:28	4:39

Source: National Oceanic & Atmospheric Administration, www.esrl.noaa.gov/gmd/grad/solcalc/

Iowa Required Equipment Checklist

	PWC	Boat Less Than 16 Ft.	Boat 16 Ft. to Less Than 40 Ft.
Boater Education Certificate on Board	✓1	✓1	✓1
Registration Certificate on Board	✓	✓	✓
Registration Decals Displayed	✓	✓	✓
Vessel Capacity Displayed	✓	✓	✓
Wearable PFDs	✓2	✓	✓
Throwable Device			✓
Type 5-B Fire Extinguisher	✓	✓	✓
Backfire Flame Arrestor	✓	✓3	✓3
Ventilation System	✓	✓	✓
Muffler	✓	✓	✓
Horn, Whistle, or Bell		4	✓
Daytime VDSs			✓5
Nighttime VDSs	6	✓5	✓5
Navigation Lights	6	✓	✓

1. Required for operators under 18 years of age.
2. Every person on board a PWC must *wear* a PFD at all times.
3. Required on inboard and stern drives only.
4. None required, but at least a whistle is recommended.
5. Required only if operating on federally controlled waters.
6. Some items are not applicable to PWC, as these vessels may not be operated between sunset and sunrise.

Note: Other equipment requirements may apply to vessels longer than 40 feet.

Iowa Department of Natural Resources

Des Moines Office 515-725-8200
TTY Users—Contact Relay Iowa—1-800-735-2942
24-Hour Emergency Response (Spills) 515-725-8694
TIP, Turn In Poachers 1-800-532-2020

REGIONAL OFFICES

(DNR Fish, Wildlife, and Law Enforcement)

HEADQUARTERS
Wallace State Office Bldg.
502 E. 9th St.
Des Moines, IA 50319-0034
515-725-8200

NORTHEAST
Manchester Fish Hatchery
22693 205th Ave.
Manchester, IA 52057
563-927-3276

NORTH CENTRAL
Fish and Wildlife Station
1203 North Shore Dr.
Clear Lake, IA 50428
641-357-3517

NORTHWEST
Spirit Lake Fish Hatchery
122 252nd Ave.
Spirit Lake, IA 51360
712-336-1840

SOUTHWEST
Cold Springs State Park
57744 Lewis Rd.
Lewis, IA 51544
712-769-2587

SOUTHEAST
Lake Darling State Park
110 Lake Darling Rd.
Brighton, IA 52540
319-694-2430

SOUTH CENTRAL
Rathbun Fish Hatchery
15053 Hatchery Pl.
Moravia, IA 52571
641-647-2406

fishing

boating

parks

regulations

www.iowadnr.gov

In Case of a Boating Accident or Emergency, Contact a Conservation Officer or a Public Safety Communication Center.

Cedar Falls 319-277-4761
Cedar Rapids 319-396-4414
Des Moines 515-323-4360
Storm Lake 712-732-1341