Connecticut Life Jacket and Personal Flotation Device (PFD) Laws

More than 90% of the drowning related boating fatalities may have been avoided by wearing a life jacket.

- There must be a wearable life jacket on board for each person aboard every vessel.
- Each life jacket must be readily accessible.
- Each life jacket must fit the intended wearer.
- If the vessel is required to have a Type IV “throwable” PFD (See table on page 20), it must be immediately available.

Life jackets must:
- Be U.S. Coast Guard approved.
- Have a legible label.
- Be of the correct size and fit for the wearer. A life jacket should fit comfortably snug and never cover your face or ride up past your ears.
- Be in serviceable condition (all straps and buckles must be in good condition and able to perform their jobs; all seams and material must be intact).
- Be worn by children under 13 years old on any vessel that is underway unless the child is below deck or in an enclosed cabin.
- Be worn by anyone operating or riding on a PWC.
- Be worn by anyone being pulled behind a boat (such as tubing or skiing).
- Be worn by anyone in a manually propelled vessel from October 1 through May 31 (must be Type I, II, III, V or V-hybrid).

Remember:
- Ski belts are not legal life jackets.
- Inflatable life jackets may not be used by persons engaged in high-speed water sports (such as riding PWCs or waterskiing) and may not be used by persons weighing under 90 lbs. or under 16 years of age.
- Inflatable life jackets may be a Type III or V. Check the label to determine if it must be worn to count as a personal flotation device.
- All vessels 16 feet and over, except kayaks and canoes, must also carry a Type IV throwable device in addition to the required number of wearable life jackets.
- Navigation rules (part of Federal Law) require all vessels (including manually propelled vessels) to have audible signaling devices. (See table on page 20).

Sound Producing Devices

Every vessel of 40 ft. (12.2 meters) or less in length must have some means of making an efficient sound signal. For vessels up to 40 feet in length, a handheld whistle, air horn or similar sound producing devices that is audible for ½ mile, may be used. Vessels greater than 40 feet must have a power-operated sound producing device that is audible for one mile and a bell.

Fire Extinguishers

- Fires involving burning wood, fabrics and paper (Type A) can be put out with water.
- Most boat fires consist of burning flammable liquids such as oil or gasoline (Type B). Check the table at the beginning of this
SAFETY EQUIPMENT

section to determine how many Type B-1 fire extinguishers you must have on your boat. Electrical fires can be put out with a Type C extinguisher.

- Check frequently to be sure that fire extinguishers are properly mounted where they can be easily reached. Check pressure gauges for proper pressure. Shake dry chemical units to be sure the chemical has not solidified and become useless. Replace any questionable extinguishers.
- Fire Extinguishers have an expiration date. Check to be sure yours has not expired.

Important Note: Late in 2017, The U.S. Consumer Product Safety Commission published an important recall notice; Kidde Recalls Fire Extinguishers with Plastic Handles Due to Failure to Discharge and Nozzle Detachment: One Death Reported (Recall number: 18-022) All affected fire extinguishers should be replaced. For more information about this recall go to www.kidde.com and look under Support / Product Safety Notices.

Ventilation

Regulations require ventilation of all enclosed engine and fuel tank compartments on gasoline-powered boats. Intake ducting must extend midway to the bilge or at least below the carburetor air intake level. Exhaust ducting must extend from the lower bilge to cowls in the open air.

Manufacturers install exhaust blowers in engine compartments so that gasoline fumes can be removed before the engines are started. If your boat is installed with an exhaust blower, it is recommended that you turn it on for at least four minutes before starting the engine.

Visual Distress Signals (VDS)

Visual distress signals are used to summon assistance when in distress. Be aware that the U.S. Coast Guard has recognized technological advances in VDS and has approved some electronic signaling devices. These devices when used properly are acceptable substitutions for traditional pyrotechnical signaling devices (flares).

As with any piece of safety equipment, there are advantages and disadvantages to different styles of VDS. Neither traditional nor modern VDS are perfect for every situation. Boaters must decide which VDS offer them the most benefits depending on the type and location of boating they do. When choosing a VDS careful consideration should be given to:
- Reliability;
- Ease of disposability of expired VDS;
- Intended waterbody;
- Visibility in areas of dense background lights;
- Dangers of burning a VDS;
- Length of useful signaling run time;
- Portability – whether the VDS can be carried safely and effectively by a person.

In the State of Connecticut VDS are not required except when boating on Long Island Sound (LIS) and on Fishers Island Sound (FIS). The following vessels only need to carry VDS on LIS and FIS between sunset and sunrise:
- Recreational vessels under 16 feet;
- Open sailboats less than 26 feet that are not equipped with propulsion machinery; and
- Manually propelled vessels.

All other vessels need to carry three daytime and three nighttime VDS (or the equivalent) at all times while on FIS and LIS.
- Visual distress signals must be U.S. Coast Guard approved, in serviceable condition and stowed to be readily accessible.
- U.S. Coast Guard approved pyrotechnic visual distress signals and associated devices include:
  - Pyrotechnic red flares, hand-held or aerial.
  - Pyrotechnic orange smoke, hand-held or floating (day use only).
  - Launchers for aerial red meteors or parachute flares.
- If VDS are required there must be a minimum of three daytime and three nighttime signals, or three combination day/night signals. Pyrotechnic devices will have an expiration date that must not have passed.
- Non-pyrotechnic visual distress signaling devices include:
  - Orange distress flags.
  - Electric distress signals.
- Other VDS, such as those listed below, are useful and easy to carry and are recognized as distress signals, but do not count toward the requirement to carry approved VDS on LIS and FIS.
  - Signaling mirror.
  - Water dye.
- No person, operator or owner in a vessel shall display or allow the display of a visual distress signal except when assistance is needed because of immediate or potential danger to the vessel or to persons aboard.

Disposal of Expired Visual Distress Signals (VDS)

Because of their chemical make-up and flammable characteristics, the disposal of expired pyrotechnical VDS is strictly regulated by the US EPA and US DOT. The Boating Division is NO LONGER able to collect expired VDS but does arrange a limited number of disposal opportunities each year.

NOTE: Exceeding noise levels is a serious problem. Marine Police will be targeting areas, especially on the Connecticut River, to check for compliance. Exceeding noise levels will result in a fine of $220. Failing to submit to an on-site noise level test will result in a fine of $435. Subsequent failures to submit will result in a fine of $535.
FLARES EXPIRE!

Have You Checked the Dates on Your Flares This Season?

Orion Alert / Locate Signal Kit Replacement Value Pack

USCG Approved Day/Night Signal Kit Contains:

- Three Red Handheld Flares
- Three Red 12-Gauge Flares
- One Handheld Orange Smoke

Only $69.99 After Rebate $57.99

To receive your Defender Exclusive $12 Orion Rebate, fill in the information below. Mail this coupon with your original receipt showing the purchase of Defender Item #550806/Orion Model #866 (Alert/Locate Signal Kit Replacement Value Pack). Mail to: Orion Rebates, PO Box 1047, Easton, MD 21601.

Name ________________________________________________________________
Email Address ________________________________________________________________
Street Address ________________________________________________________________
City _______________________________ State _____________ Zip _______________

Defender Exclusive $12 Orion Rebate

Defender Item #550806
Orion Model #866

The Brightest Name in Safety

Follow Us @DefenderMarine

Defender.com | 800-628-8225

Discounts for Members Available at Defender.com/def1stfaq
## CONNECTICUT AND U.S. COAST GUARD MINIMUM REQUIREMENTS

<table>
<thead>
<tr>
<th>Equipment</th>
<th>Class A</th>
<th>Class 1</th>
<th>Class 2</th>
<th>Class 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Backfire Flame Arrester</td>
<td>The device must be suitably attached to the air intake with a flammertight connection and is required to be Coast Guard Approved or comply with SAEJ-1928 or UL1111 standards and marked accordingly.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ventilation</td>
<td>At least two ventilator ducts, fitted with cowls or their equivalent, for the purpose of properly and effectively ventilating the bilges of every closed engine and fuel tank compartment of boats constructed or decked over after April 25, 1940, using gasoline as fuel.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Personal Flotation Devices</td>
<td>One approved Type I, II, III or V PFD for each person on board or being towed on waterskis, etc. Check label if using Type V.</td>
<td>One approved Type I, II, III or V PFD for each person on board or being towed on waterskis, etc.; and, in addition, one throwable Type IV device. (Type IV not required for canoes and kayaks.) Check label if using Type V.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sound-Producing Devices</td>
<td>Must have some means of making an efficient sound signal.</td>
<td>Must have some means of making an efficient sound signal.</td>
<td>Must have some means of making an efficient sound signal.</td>
<td>Must have a whistle audible for at least one-half mile, and a bell.</td>
</tr>
<tr>
<td>Visual Distress Signals</td>
<td>Must carry approved visual distress signals for nighttime use when operating at night.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Extinguishers</td>
<td>At least one B-1 type approved hand portable fire extinguisher. Not required on outboard motorboats less than 26 feet (7.9 meters) in length and not carrying passengers for hire if the construction of such motorboat will not permit the entrapment of explosive or flammable gases or vapors and if fuel tanks are not permanently installed.</td>
<td>At least two B-1 type approved portable fire extinguishers; OR at least one B-II type approved portable fire extinguisher.</td>
<td>At least three B-1 type approved portable fire extinguishers; OR at least one B-1 type plus one B-II type approved portable fire extinguisher.</td>
<td></td>
</tr>
</tbody>
</table>

*NOTE: When a fixed fire extinguishing system is installed in the machinery space(s), it will replace one B-1 type portable extinguisher.*

*See Paddling Awareness section for additional paddling specific information.*
SAFETY EQUIPMENT

Mufflers (Noise Levels)
No one shall operate a motorboat on the waters of this state unless the boat is equipped with a muffler or muffler system allowing it to be operated in compliance with state law. Noise levels range from 90dB(A) for older engines to 88dB(A) for engines made after January 1, 1993. Any marine police officer who believes a motorboat is being operated in excess of the established noise levels may request the operator to submit the motorboat to an on-site noise level test.

No person shall sell a motorboat which does not operate in compliance with the established noise levels. Boaters should contact the Boating Division if they are selling a vessel used only in marine races. No one shall operate a motorboat on the waters of this state that is equipped with a muffler or muffler system cutout, bypass or similar device that prevents the motorboat from operating in compliance with state noise levels and without authorization from the Commissioner.

Backfire Flame Arrestors
Internal combustion engines may backfire. To safeguard against fire, all inboard motorboats with carburetion must have a backfire flame arrestor system on each carburetor. Know where they are and keep them clean.

Trailering Your Boat
The DMV has laws relative to boat trailers. Each trailer having a gross weight of 3,000 pounds or more shall, when operated on any public highway, be equipped with a braking system operating on all wheels. For trailers having a gross weight of greater than 8,000 pounds, the brakes shall be capable of being controlled or operated from the driver’s seat of the towing vehicle.

Courtesy
Boating at high speeds is dangerous in restricted or congested areas. Each skipper is responsible for spotting and avoiding swimmers and slow-moving vessels. This is also important when picking up or dropping off water skiers.

NOTE: Connecticut law limits the width of vehicles and trailers that travel on Connecticut's highways and bridges to 8½ feet. Vehicles or loads wider than this require an oversize vehicle permit. Oversize vehicle permits are available through the Department of Transportation https://portal.ct.gov/DOT/Permits/Highways/Oversize-Overweight-Permits

Visit us in Downtown Mystic for your custom bracelet!
25 Cottrell St. • 2 Holmes St.
Mystic, CT 06355
860-889-3793
MysticKnotwork.com

Your Knot Cheat Sheet
Figure Eight 1
Bowline 2
Claw Hitch 3
Clove Hitch 4

Courtesy of Mystic Knotwork
On the waterfront in Downtown Mystic, CT or online at MysticKnotwork.com

2022 CONNECTICUT BOATERS GUIDE 21