

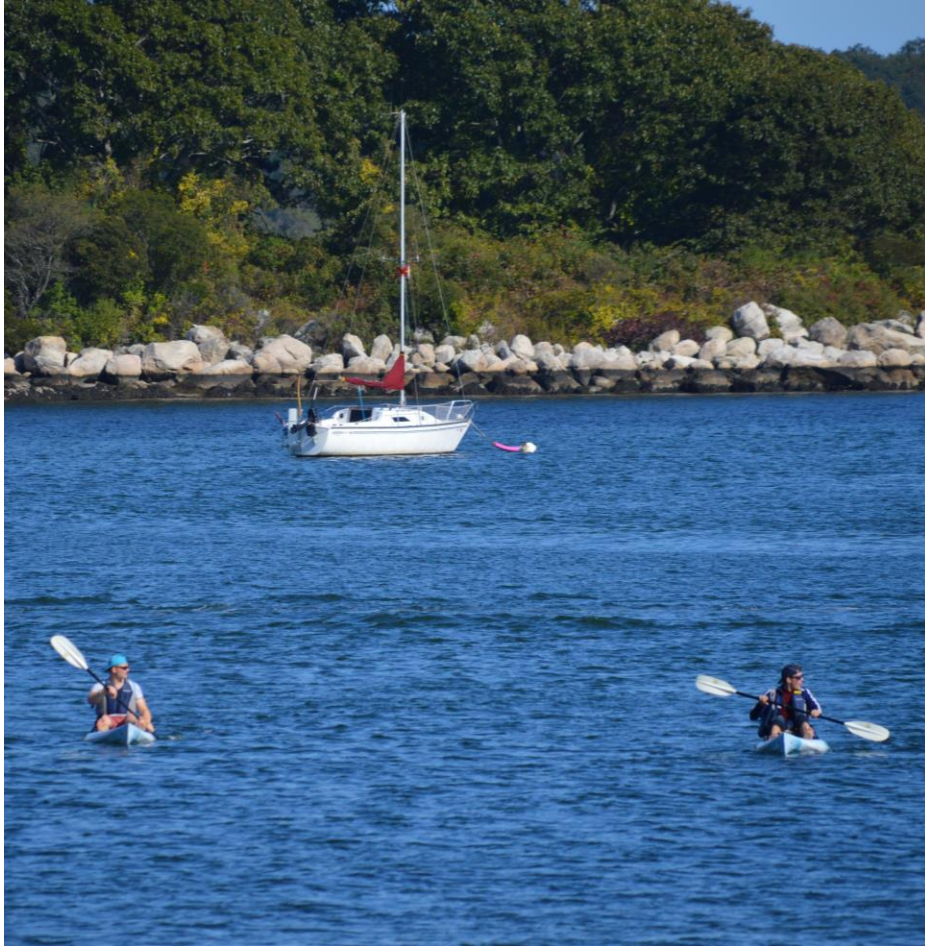


LAW ENFORCEMENT SEMINAR

Boating Division 2026

WELCOME

- Peter Francis, DEEP Boating Division Director & CT Boating Law Administrator



AGENDA

Boat Incident Report Narratives, [Captain Josh Landrum](#), Tennessee Wildlife Resources Agency

Legislative Update, [Peter Francis](#), DEEP Boating

Boating Incident Reporting, Stats, and State Boat Launches, [Krista Romero](#), DEEP Boating

Vessel Registration, [Tim Delgado](#), DEEP Boating

Boating Education Assistants and Aquatic Invasive Species, [Wendy Flynn](#), DEEP Boating

Marine Patrol 101, [Seargent Greg Ulkus](#), DEEP Environmental Conservation Police



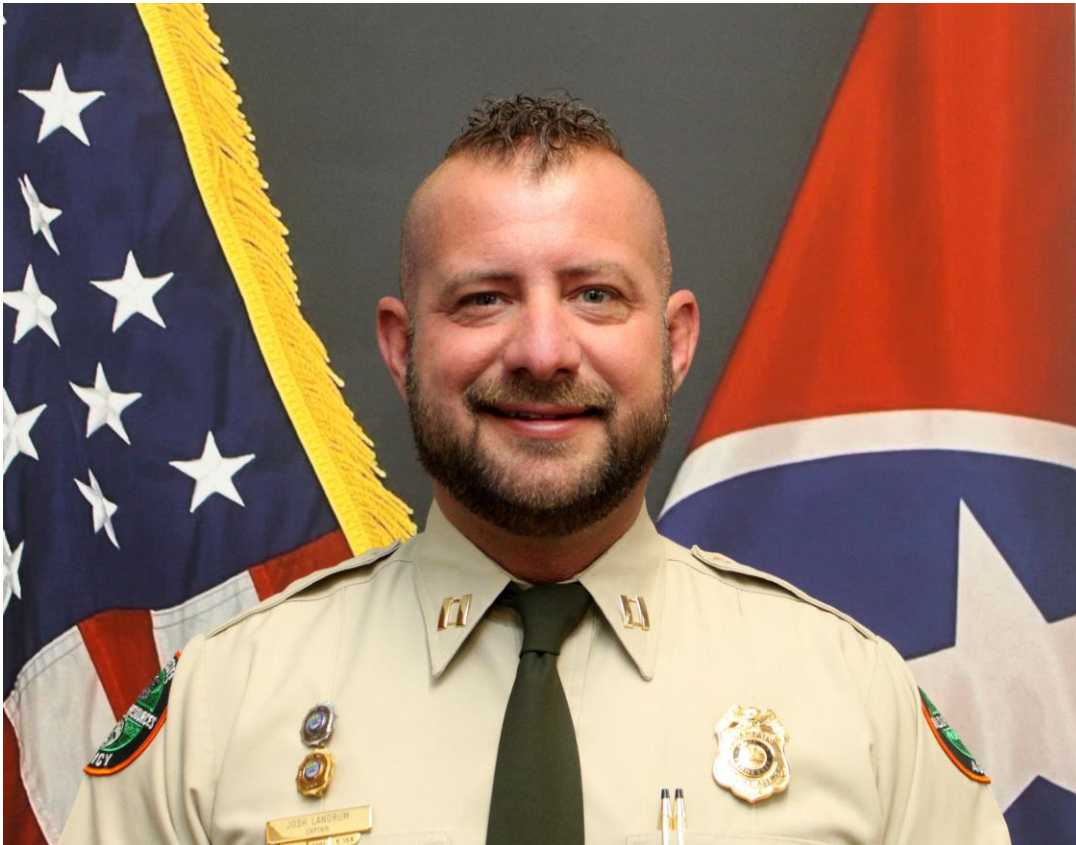
WELCOME!

Please scan to sign in

LES 2026 Attendance



BOAT INCIDENT REPORT NARRATIVES



Captain Josh Landrum

Boat Investigator

Tennessee Wildlife Resources Agency





Boat Incident Report Narratives –


How Good Narratives Lead to Better Analysis

Presented by

Josh Landrum, Tennessee

What Do You Think?

By a show of hands,
how many of you have ever gotten a request for clarifying information from the USCG?

<input type="checkbox"/>		VA-2023-0041	8/5/2023 :
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Boat Incident Report Narratives

**Importance of good
narratives**

**Essential elements of a good
narrative**

**Audience participation –
Good Narrative/Bad Narrative**

Boat Incident Report Narratives

Importance of good narratives

State RBS Programs:

- ⚓ Law Enforcement
- ⚓ Education
- ⚓ Regulation/Law Development

Boat Incident Report Narratives

Importance of good narratives

BARD Report Alignment With:

- ⚓ Incident Type
- ⚓ Incident Cause
- ⚓ Other Data in Report

Boat Incident Report Narratives

Essential elements of a good narrative



A screenshot of the NASBLA Lighthouse website. The top navigation bar includes links for ABOUT, ADVOCACY, CONNECT, LIGHTHOUSE, EDUCATION, EVENTS, ELEARNING, and TRAINING. The main header features the NASBLA logo and the word "LIGHTHOUSE" in a blue banner. Below this is a "SPOTLIGHT ON..." section with a list of updates: "UPCOMING EVENT! NASBLA Annual Conference, Sept. 16-18, Des Moines, IA", "DECISION TOOLS: See Incident Reporting Policy Resources", and "UPDATED PRODUCTS: See Incident Report Guidance, Data Gathering & Entry in Statistics & Data". To the right is a lighthouse icon and the text "The NASBLA Lighthouse". A note says "On a tablet or phone? Try landscape orientation." The main content area explains the Lighthouse's origin and purpose, mentioning the ERAC committee and providing an email for feedback. Below this is a grid of six icons: Incident Reporting Policy Resources (highlighted with a blue oval), Statistics & Data, News & Alerts, Lighthouse Discussion Forum, Lighthouse Library, and About ERAC. The footer contains the NASBLA logo, the text "LEARN AND GROW", and the words "Policy" and "Reciprocity".



LIGHTHOUSE

SPOTLIGHT ON...

- **UPCOMING EVENT!** [NASBLA Annual Conference](#), Sept. 16-18, Des Moines, IA
- **DECISION TOOLS:** See [Incident Reporting Policy Resources](#)
- **UPDATED PRODUCTS:** See [Incident Report Guidance](#), [Data Gathering & Entry in Statistics & Data](#)



The NASBLA Lighthouse

On a tablet or phone? Try landscape orientation.

The Lighthouse was imagined and developed by [NASBLA's Engineering, Reporting and Analysis Committee \(ERAC\)](#) several years ago. Committee members envisioned a place where an expanded community of producers and users of recreational boating incident report and other boating data could tap into needed resources and interact with each other to navigate the sometimes-rough waters of understanding and applying that data to critical boating safety questions.

Over time, the Lighthouse evolved to include a range of guidance tools, resources, and policy products now featured in [Incident Reporting Policy Resources](#) and [Statistics & Data](#). If you have ideas about improvements or would like to tell us how you use the content, drop an email to info@nasbla.org and use the subject line [Lighthouse Feedback](#).

A grid of six resource icons. The first icon, "Incident Reporting Policy Resources", is circled in blue. The icons are: a clipboard with a checklist and a warning sign, a bar chart, a yellow bell, two people talking, a stack of books, and a document with a chart.

Page last updated Aug. 19, 2025



LEARN AND GROW

Policy

Reciprocity

Boat Incident Report Narratives

Essential elements of a good narrative



INCIDENT REPORTING POLICY RESOURCES

CG-BSX Policy Letter 23-01, CH-1 (26 Sep 2023) - Change 1 to Recreational Boating Incident Reporting

For incidents occurring on or after Jan. 1, 2024, [the policy](#) provides guidance on the reporting requirements in 33 CFR Parts 173 and 174 to avoid unnecessary reporting of occurrences to the Coast Guard.



Frequently Asked Questions

[FAQs](#) related to [CG-BSX Policy Letter 23-01, CH-1](#). Grouped by topics: thresholds (damage and injury), "reportable" vs "not reportable" occurrences, and documentation.

Determine which incidents require a federal report

[Reporting Decision Matrix - Quick Reference Flow Chart \(2 pages\)](#), V1, June 2024

[Reporting Decision Detail - Supplement to Matrix](#), V1, June 2024

Incident type terms and definitions -- "old" to "new"

For purposes of recording incident-related data, [table](#) presents the recently-used term labels against the revised labels and definitions in CG-BSX PL 23-01, CH-1, section 4.

Policy implementation tasks for states

A [checklist and chart](#) present basic tasks or actions to take to align reporting systems, forms, training and related matters with requirements in CG-BSX PL 23-01, CH-1. Sample "to do" chart--[also available as an editable Microsoft Word document](#)-- was adapted from one state's tracking efforts.

National webinars on reporting policy changes

March 15 and 20, 2023 webinars on initial CG-BSX Policy Letter 23-01 (27 Jan 2023):



The NASBLA Lighthouse

[INCIDENT REPORTING POLICY RESOURCES](#)

[STATISTICS & DATA](#)

[NEWS & ALERTS](#)

[LIGHTHOUSE DISCUSSION FORUM](#)

[LIGHTHOUSE LIBRARY](#)

[ABOUT ERAC](#)

More guidance and best practices for reporting:

--- [Writing Report Narratives](#)

--- [Documenting Alcohol and Drug Involvement](#)

--- [Electric Shock Drownings](#)

--- [Carbon Monoxide \(CO\) Incidents](#)

--- [Human Performance Investigations](#)



Elements of a Good Narrative

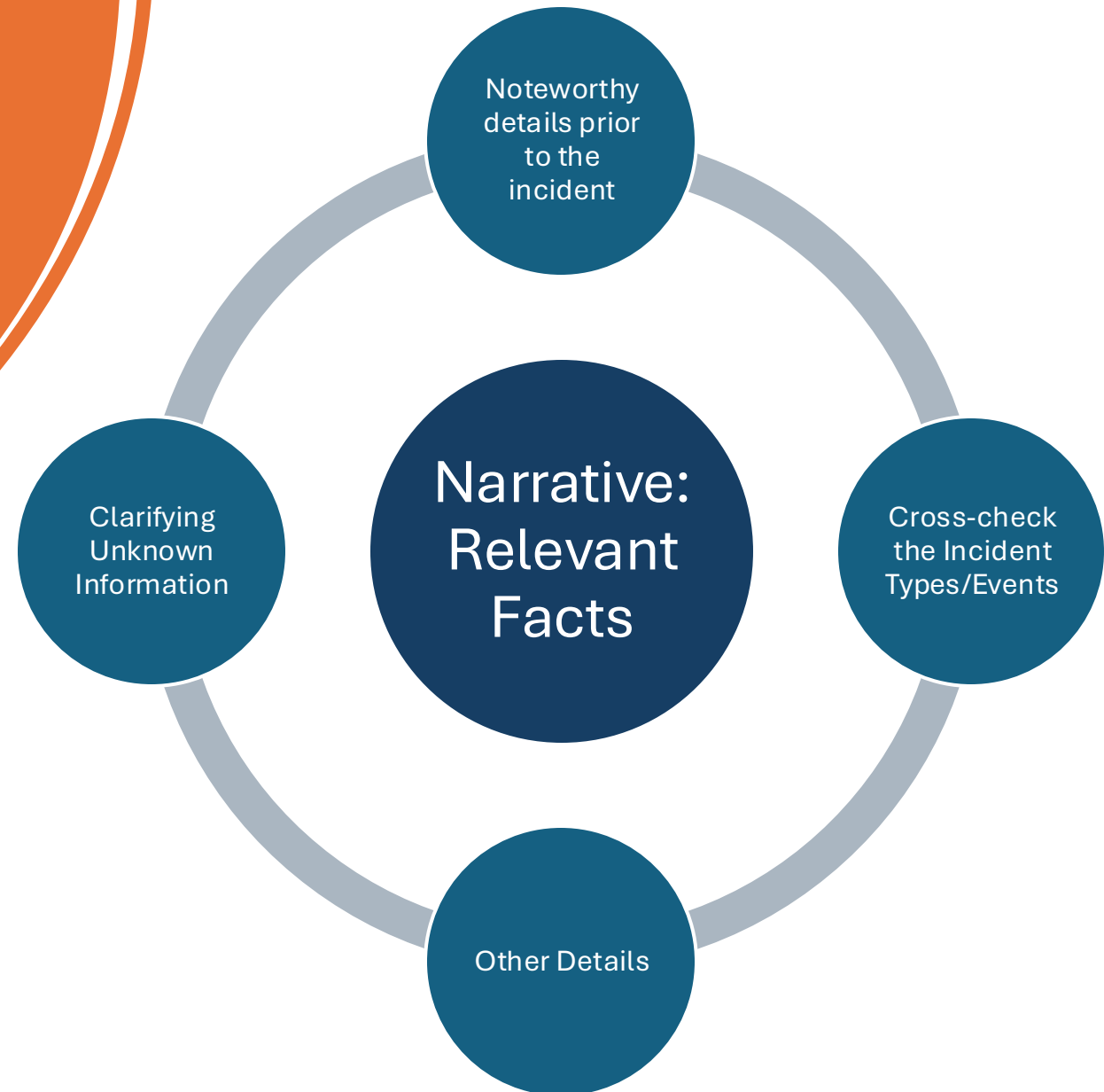
Description of Relevant Facts

- Noteworthy Details
 - Cross-check the incident types/events
 - Other Details
 - Clarifying Aspects that Are Unknown
-

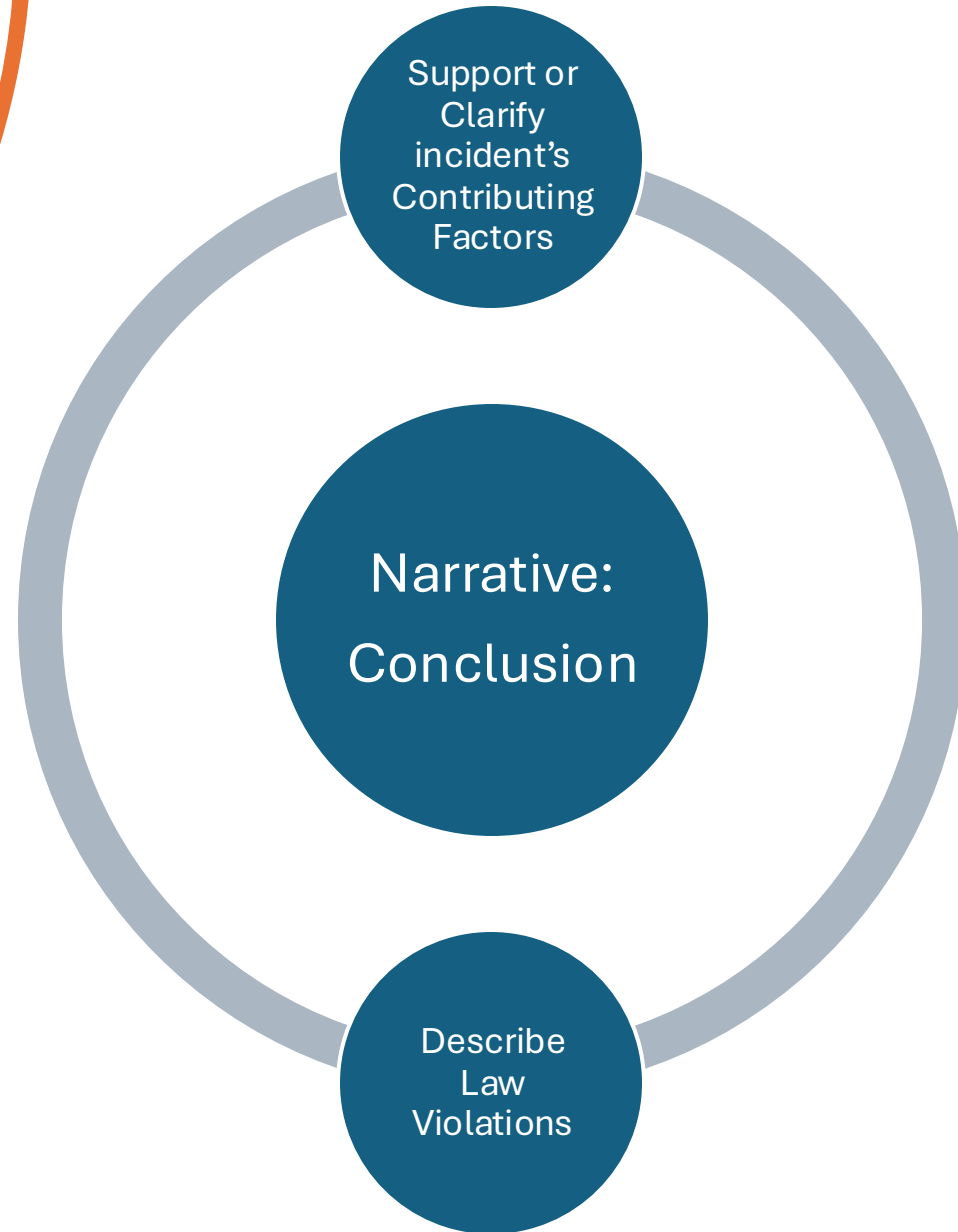
Conclusion

- Support contributing factors
- Describe law violations

Narrative: Description of Relevant Facts



Narrative: Conclusion



REVIEW OF INCIDENTS

<https://www.youtube.com/shorts/jpP59l90pNE?feature=share>



THE NARRATIVE

“Blew it to smithereens. It was blown into the sky in a ball of smoke and fire.”



What is this to you?

The image shows a screenshot of a web application interface for a boating accident report. The window title is "Boating Accident [BH01364]". A green notification bar at the top says "Checked In To Server As 'Finish Successfully'". The main content area is titled "BOATING ACCIDENT" and includes tabs for "General", "Narratives (2)", "Property Damage", and "Citations". A large red "no" symbol (a red circle with a diagonal slash) is overlaid on the center of the screen, with a 3D red button labeled "easy" in the middle of it. The form contains various fields for accident details, including "Accident Officer" (Name: WDLF OFC, Email: MICHELSON@TN.GOV, Address: MONDSON PIKE), "Reviewer" (Primary, Secondary, Tertiary), and "Accident Classification". On the right side, there are buttons for "Prev Page", "Next Page", "Logout", "Switch Users", and "Close". The bottom right corner shows the version "11.2.5.30" and the server "MobileFormsServer".

BEST PRACTICES REVIEW

REMEMBER 

- Do NOT include personal identifiable information (unless your state specifies).
- Do NOT include boat names, HIN numbers, registration numbers, etc.
- Describe only significant details about the surroundings and activity prior to the incident.



BEST PRACTICES REVIEW

REMEMBER 

- Include these if the information is noteworthy or remarkable:
 - Time Period
 - Location
 - Mode of Operation
 - Direction of Travel
 - Location of Passengers/Gear
 - Activity
 - Weather and Water Conditions
 - Language Barrier
 - Age of Involved Parties



BEST PRACTICES REVIEW

REMEMBER 

- Cross-check Incident Types/Activity covered in the report fields.
- Support the Incidents Contributing Factors.
- Details about injuries, cause of death, toxicology.
- Describe Violations



BEST PRACTICES REVIEW

REMEMBER 

- Does your narrative support your diagram?
- Make sure you have told what happened in the incident and why it happened.



THE NARRATIVE



ORIGINAL

OWNER called to report that his vessel sank on the afternoon of 6/28/2023 at approximately 1:30. HE explained that he was parked on the boat ramp and that he had just unhooked all the straps on his vessel.

He stated that he began to back down the boat ramp and his truck began to slide down the ramp due to someone dumping a large quantity of deer guts and hay on the ramp.

he explained that his truck then came to a sudden stop and the caused his vessel to slide off his trailer and into the river. OWNER explained that the boat went about 30 yards out in to the river and then did a nose dive, causing it to take on water. The boat eventually sank.

OWNER has a friend that does recovery on vessel and plans to help him recover the vessel around 1300 hours on this date. OWNER explained that he had just put a brand new 15 hp suzuki engine on the vessel and completed multiple upgrades to the vessel. No injuries were reported.

No further details.

Lets Break it
Down!



“Cause it’s
BAD”



Break Down

Relevant Information?

PII?

Date/time?

PARAGRAPH 1 (ORIGINAL):

“OWNER called to report that his vessel sank on the afternoon of 06/28/2023 at approximately 1:30. HE explained that he was parked on the boat ramp and that he had just unhooked all the straps on his vessel.”

PARAGRAPH 1 (REVISED):

The owner of vessel (v1), called DNR to report that his vessel sank on the afternoon of 06/28/2023 at approximately 1330 hours. He explained that he was parked on the boat ramp and that he had just unhooked all of the trailer tie-down straps on his vessel.

Break Down

PARAGRAPH 2 (ORIGINAL):

“He stated that he began to back down the boat ramp and his truck began to slide down the ramp due to someone dumping a large quantity of deer guts and hay on the ramp.”

PARAGRAPH 2 (REVISED):

The owner stated that while backing down the launch, his vehicle began to slide as a result of a significant amount of deer remains and hay that had been improperly disposed of at the ramp.

Relevant Information?

Re-wording?

Break Down

Incident causes or
contributing factors?

Typographical Errors?

Relevant Information?

PARAGRAPH 3 (ORIGINAL):

he explained that his truck then came to a sudden stop and the caused his vessel to slide off his trailer and into the river. OWNER explained that the boat went about 30 yards out in to the river and then did a nose dive, causeing it to take on water. The boat eventually sank.

PARAGRAPH 3 (REVISED):

He then explained that his truck came to an abrupt stop, which caused the vessel to slide off the trailer and into the river. The owner stated that the boat drifted approximately 30 yards out into the river, where it encountered rough waters. As a result of the unstable water conditions, the bow of the vessel was swamped, causing it to rapidly take on water. Shortly thereafter, the vessel capsized and sank.

Break Down

PARAGRAPH 4 (ORIGINAL):

OWNER has a friend that does recovery on vessel and plans to help him recover the vessel around 1500 hours on this date. OWNER explained that he had just put a brand new 15 hp suzuki engine on the vessel and completed multiple upgrades to the vessel. No injuries were reported. No further details.

PARAGRAPH 4 (REVISED):

No injuries were reported, and the vessel was determined to be a complete loss. The owner estimated the value of the vessel to be approximately \$2,500 and that he will be responsible for the vessel's recovery.

Relevant Information?

Final Version

Relevant Information?

Noteworthy Details?

Justification of Causes?

The owner of vessel (v1), called DNR to report that his vessel sank on the afternoon of 06/28/2023 at approximately 1330 hours. He explained that he was parked on the boat ramp and that he had just unhooked all of the trailer tie-down straps on his vessel.

The owner stated that while backing down the launch, his vehicle began to slide as a result of a significant amount of deer remains and hay that had been improperly disposed of at the ramp.

He then explained that his truck came to an abrupt stop, which caused the vessel to slide off the trailer and into the river. The owner stated that the boat drifted approximately 30 yards out into the river, where it encountered rough waters. As a result of the unstable water conditions, the bow of the vessel was swamped, causing it to rapidly take on water. Shortly thereafter, the vessel capsized and sank.

No injuries were reported, and the vessel was determined to be a complete loss. The owner estimated the value of the vessel to be approximately \$2,500 and that he will be responsible for the vessel's recovery.

THE NARRATIVE



On Sunday June 1, 2025, a group of individuals in 10-20 vessels went to ride and find a sandbar to hang out on the Smith river. While on the sandbar two boaters decided to go for a ride, Sam Brown (vessel #1) rode upstream and Robert Red (Vessel #2) rode downstream.

After a period of time the two vessels returned to the sandbar as they were approaching with Brown in Vessel #1 traveling downstream and Red in Vessel #2 traveling upstream, both vessels moved to the south bank of the river to avoid the throwing as big of a wake through the vessels and the people on the North bank.

As they rounded the bend they collided head on ejecting Brown from his vessel. After Brown was ejected he was struck by a propeller on his right arm sustaining propeller cuts from his wrist all the way to the middle of his back.

Break Down

Relevant Information?

PII?

Date/time?

PARAGRAPH 1 (ORIGINAL):

On Sunday June 1, 2025, a group of individuals in 10-20 vessels went to ride and find a sandbar to hang out on the Smith river. While on the sandbar two boaters decided to go for a ride, Sam Brown (vessel #1) rode upstream and Robert Red (Vessel #2) rode downstream.

PARAGRAPH 1 (REVISED):

On Sunday, June 1, 2025, the DNR received a report of a serious injury boating incident that occurred on the Smith River. At the time of the incident, the operator of Vessel 1 was navigating downstream, while the operator of Vessel 2 was navigating upstream. Both vessels were approaching a bend in the river near the gas line crossing, situated between the Highway 54 and Highway 51 boat ramps.



Break Down

Relevant Information?

Re-wording?

PARAGRAPH 2 (ORIGINAL):

After a period of time the two vessels returned to the sandbar as they were approaching with Brown in Vessel #1 traveling downstream and Red in Vessel #2 traveling upstream, both vessels moved to the south bank of the river to avoid the throwing as big of a wake through the vessels and the people on the North bank.

PARAGRAPH 2 (REVISED):

As the vessels approached the bend in the river, both operators observed several other vessels beached along the north bank. To minimize wake impact on those vessels and individuals nearby, both operators navigated along the south bank of the river.



Break Down

Relevant Information?

Missing Information?

Re-wording?

Speed?

Which vessel caused the injury?

PARAGRAPH 3 (ORIGINAL):

As they rounded the bend they collided head on ejecting Brown from his vessel. After Brown was ejected he was struck by a propeller on his right arm sustaining propeller cuts from his wrist all the way to the middle of his back.

PARAGRAPH 3 (REVISED):

Both vessels were reportedly traveling at an approximate speed of 40 miles per hour. As they navigated the bend in the river, neither operator was able to maneuver in time, a head-on collision then occurred, resulting in the ejection of the operator of Vessel 1. Upon entering the water, the individual was subsequently struck by the propeller of Vessel 2, sustaining severe lacerations to the right arm, extending from the wrist to the mid-back region.

Break Down

This is the last paragraph in the original report. Is this narrative complete?



Break Down

On Sunday, June 1, 2025, the DNR received a report of a serious injury boating incident that occurred on the Smith River. At the time of the incident, the operator of Vessel 1 was navigating downstream, while the operator of Vessel 2 was navigating upstream. Both vessels were approaching a bend in the river near the gas line crossing, situated between the Highway 54 and Highway 51 boat ramps.

As the vessels approached the bend in the river, both operators observed several other vessels beached along the north bank. To minimize wake impact on those vessels and individuals nearby, both operators navigated along the south bank of the river.

Both vessels were reportedly traveling at an approximate speed of 40 miles per hour. As they navigated the bend in the river, neither operator was able to maneuver in time, a head-on collision then occurred, resulting in the ejection of the operator of Vessel 1. Upon entering the water, the individual was subsequently struck by the propeller of Vessel 2, sustaining severe lacerations to the right arm, extending from the wrist to the mid-back region.

What is missing?

EMS response?

Damage to vessels?

Were the vessels seized?

Violations?

The full summary?

Break Down

PARAGRAPH 4 (NEW):

Emergency medical services responded to the scene and provided treatment to the operator of Vessel 1, who sustained severe lacerations after being struck by the propeller of Vessel 2. The operator was subsequently transported to General Hospital for further medical treatment.

Both vessels were seized and transported to the DNR boat incident compound. The collision resulted in approximately \$1,000 in damage to Vessel 1 and \$500 in damage to Vessel 2.

The investigation found that neither operator was maintaining a safe speed necessary to take appropriate action to avoid a collision. As a result, both operators were cited for reckless operation.

Final Checklist

Did you...

- Remove all PII in accordance with your agency policy?
- Include all noteworthy details preceding the incident?
- Include information such as toxicology results or cause of death determinations or injuries?
- Explain why some aspects of the investigation might not be known or why some details might be pending?

Final Checklist

Did you (continued)...

- Justify why you chose the incident causes or contributing factors?
- Describe any violations to state laws or local ordinances?
- Make sure your narrative supports your diagram (if there is one)?
- Make sure you have told what happened in the incident and why it happened?



Remember

Trying to decide if some aspect of the report should be included?

Ask yourself:

“Does this detail significantly enhance the reader’s understanding of what contributed to the accident”

If **“YES”** – include it!

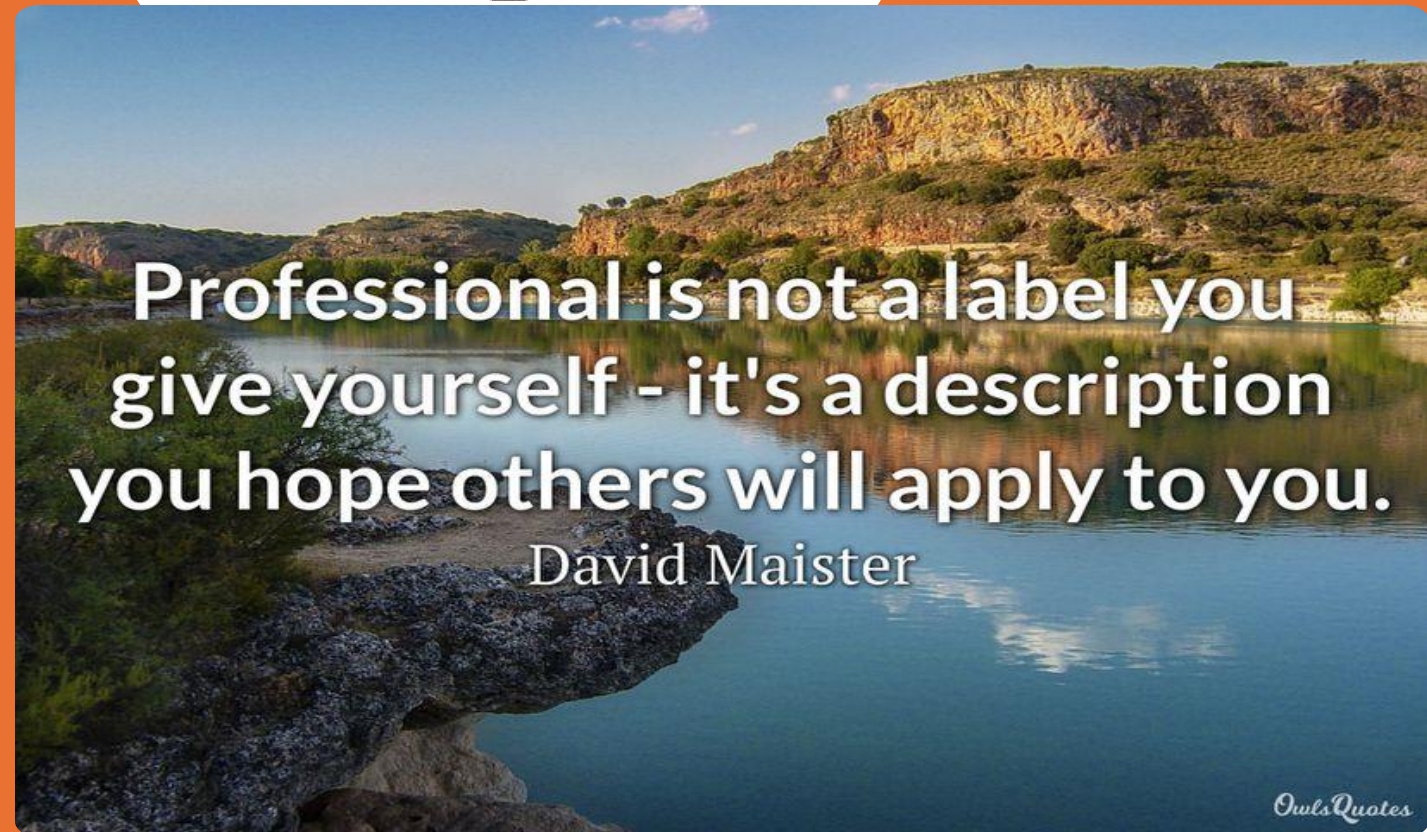
CALL TO
ACTION



TAKE YOUR TIME

PROOFREAD

BE THE PROFESSIONAL





Contact Info:

Cpt. Josh Landrum
TWRA

Statewide Boating Investigator

C: 901-378-3783

Email: josh.landrum@tn.gov





NASBLA – Lighthouse



NASBLA – Incident Resources



NASBLA - Writing Report Narratives



Join the discussion: Forum on NASBLA Connect



Legislative Update

Peter Francis

Director & State Boating Law Administrator
Bureau of Outdoor Recreation/Boating Division

Office: 860.424.3651

Cell: 860.461.5847

Email: peter.francis@ct.gov

LEGISLATIVE UPDATE – PASSED IN 2025

2025:

- Two smaller bills:
 - Prohibition for operation of vessels during the offseason at Wyassup Lake
 - Required DEEP to pass regulation for speed limit at Lake Mashapaug
- One larger bill:
 - Created reciprocity between DUI – BUI suspensions
 - When driver’s license suspended the other is suspended, vice versa
 - Incongruous suspensions
 - Also acts as a prior offense for either

<i>Offense (\$)</i>		<i>Driver's License</i>	<i>Boating or Personal Watercraft Certificate</i>
BUI (§ 14), DUI (§ 15), or DUI with a child passenger (§ 20)	First	45 day suspension, plus one year IID use	One year suspension
	Second	45 day suspension plus three years IID use, with operation in the first year limited to certain travel (e.g., to work or school)	Three year suspension (or until age 21, whichever is longer)
	Third and subsequent	Permanent revocation*	Permanent revocation
Administrative Per Se for BUI (§ 16) or DUI (§ 17)	First	<u>Age 21 and over:</u> 45 days, plus 6 months IID use <u>Under age 21:</u> 45 days, plus 1 year IID use <u>Test/DIE Refusal:</u> 45 days, plus 1 year IID use	<u>General:</u> 90 days <u>BAC of 0.16 or more:</u> 120 days <u>Test/DIE Refusal:</u> 6 months
	Second	<u>Age 21 and over:</u> 45 days, plus 1 year IID use <u>Under age 21:</u> 45 days, plus 2 year IID use <u>Test/DIE Refusal:</u> 45 days, plus 2 year IID use	<u>General:</u> 9 months <u>BAC of 0.16 or more:</u> 10 months <u>Test Refusal/DIE:</u> 1 year
	Third and subsequent	<u>Age 21 and over:</u> 45 days, plus 2 years IID use <u>Under age 21:</u> 45 days, plus 3 years IID use <u>Test/DIE Refusal:</u> 45 days, plus 3 years IID use	<u>General:</u> 2 years <u>BAC of 0.16 or more:</u> 2 years, 6 months <u>Test/DIE Refusal:</u> 3 years
DUI in a school bus or other vehicle designated for carrying children (§ 21)	All	45 day suspension plus three years IID use, with operation in the first year limited to certain travel (e.g., to work or school)	One year suspension

LEGISLATIVE UPDATE – 2026 (IN-PROGRESS)

DRAFT BILL HB 5332: REGARDING CERTAIN BOATING REGULATIONS:

- Prohibits standing on the gunwale or sitting on the gunwale with legs over the gunwale while vessel is underway above slow-no-wake speed
- Prohibits any owner of a PWC to allow a person without a CPWO to operate their PWC
- Requires that paddlecraft is marked with owner's identification (can be phone number, email, conservation ID)
- Corrects prohibition on motorboats at Wyassup Lake during off-season, extends waterski season (Sat before Memorial Day to Sept 15)
- Provides clearer cost recovery for affected parties of abandoned boats; removes notarization requirement for LE officers and municipalities; increases fees from \$300-\$500 to \$750-\$1,000

DRAFT BILL SB 313

- Prohibits wake boating within 200' of shore **[FAILED TO ADVANCE]**

Krista Romero

Environmental Analyst II
Navigation Safety & Boating Infrastructure Unit
Bureau of Outdoor Recreation/Boating Division
Office: (860) 447-4350
Cell: (860) 876-8283
Email: Krista.Romero@ct.gov



TOPICS TO COVER...



- 1. USCG POLICY LETTER-CHANGES TO BOATING INCIDENT REPORTING**
- 2. BOATING INCIDENT STATISTICS**
- 3. 2025 FATALITIES**
- 4. USE OF OUR 117 STATE BOAT LAUNCHES**

USCG-BSX POLICY LETTER

23-01 & CH-1

RECREATIONAL BOATING INCIDENT REPORTING

APPLIES TO BOATING INCIDENTS THAT OCCUR ON OR AFTER

JANUARY 1, 2024

PURPOSE - Provides additional guidance and clarifies the types of boating incidents that should be forwarded to the USCG. Terminology has been better defined, incident types have been added, replaced, removed, etc.

January 27, 2023- (23-01) Original signed letter

- Terminology
- Thresholds
- Vessel Definition
- Scenarios
- Jurisdictional Issues

September 26, 2023 -Change 1 (CH-1)

- Updated the Original Policy based discussions with States & the Development of Best Practices

UPDATED FORMS

The Boating Division has updated ALL forms to reflect the changes that have been implemented through the policy letters.

Please delete/throw away older forms as they are obsolete!

- Investigator's Report form-4/2026
- Guidance for filling out the Investigator's Report-4/2026
- Operator's Boating Incident Report- 4/2026

DEEP RESOURCES FOR INVESTIGATORS



<https://portal.ct.gov/deep/boating/forms-publications-policy-statements>



[Boating Accident Long Form for Responders/Investigators](#)



[Accident Reporting Guideline for Investigators](#)



[Boating Accident Form for Boat Operators/Owners](#)

RESOURCES- BOATING INCIDENT REPORTING

[HTTPS://WWW.NASBLA.ORG/HOME](https://www.nasbla.org/home)



[Reporting Resources – NASBLA](#)



[Frequently Asked Questions - NASBLA](#)



[Incident \(event\) type terms and definitions -- tracking the "old" to "new"](#)



For purposes of recording incident-related data, revised term labels effective Jan. 1, 2024. [Table](#) presents the old (recently-used) term labels against the term labels and definitions presented in CG-BSX 23-01, CH-1, section 4. Terms Used in This Document.

IMPORTANT UPDATES FOR BOATING INCIDENT REPORTING...



WHAT MAKES A BOATING INCIDENT REPORTABLE IN THE STATE OF CT???

- A death.
- An injury that requires medical treatment beyond first aid.
- Damage to vessels and other property that totals more than \$500 or results in the complete loss of a vessel.
- The disappearance of a person under circumstances that indicate death or injury.

BOATING INCIDENT REPORT
PREVIOUS EDITIONS ARE OBSOLETE
Revised 10/2024

STATE OF CONNECTICUT
DEPARTMENT OF ENERGY & ENVIRONMENTAL PROTECTION
BUREAU OF OUTDOOR RECREATION
BOATING DIVISION
P.O. BOX 280, OLD LYME CT 06371-0280
E-mail: deep.boating@ct.gov

POLICE DEPARTMENT NAME AND CASE NO. (if any)

The operator of a vessel is required to file a report in writing within 48 hours whenever an accident results in loss of life, disappearance from a vessel or injury which requires medical attention beyond first aid, physical damage to all property in its wake of \$500, a report must be filed within 48 hours. Reports shall be submitted to the Commissioner, Department of Energy and Environmental Protection at the above address. If the operator is unable to report the accident, the boat owner or removal of the accident should prepare the report. Any person violating these requirements is subject to the penalties provided by law.

YOUR VESSEL INFORMATION (Vessel # 1) - COMPLETE ALL BLOCKS. Indicate those not applicable by "N/A"

NAME AND ADDRESS OF OPERATOR		AGE	DATE OF BIRTH	GENDER <input type="checkbox"/> M <input type="checkbox"/> F	OPERATOR'S EXPERIENCE ON THIS VESSEL <input type="checkbox"/> Under 20 hours <input type="checkbox"/> 100 to 500 hours <input type="checkbox"/> 20 to 100 hours <input type="checkbox"/> Over 500 hours <input type="checkbox"/> unknown		OPERATOR'S FORMAL BOATING INSTRUCTION (check all that apply) <input type="checkbox"/> None <input type="checkbox"/> State Course <input type="checkbox"/> USCG Aux. Course <input type="checkbox"/> US Power Squadsrons <input type="checkbox"/> Other _____	
OPERATOR'S PHONE NUMBER		OPERATOR'S EXPERIENCE ON OTHER VESSELS <input type="checkbox"/> Under 20 hours <input type="checkbox"/> 100 to 500 hours <input type="checkbox"/> 20 to 100 hours <input type="checkbox"/> Over 500 hours <input type="checkbox"/> unknown		OPERATOR'S SAFE BOATING OR PWC CERTIFICATE #				
E-MAIL		NAME AND ADDRESS OF OWNER <input type="checkbox"/> SAME AS ABOVE		RENTED VESSEL? <input type="checkbox"/> Y <input type="checkbox"/> N	NUMBER OF PEOPLE ONBOARD ex. skipper, sailor	NUMBER OF PEOPLE BEING TOWED		
REGISTRATION NUMBER	STATE	MAKE	MODEL & YEAR	HULL IDENTIFICATION NUMBER		VESSEL NAME		
TYPE OF VESSEL <input type="checkbox"/> Air Boat <input type="checkbox"/> Auxiliary Sail <input type="checkbox"/> Cabin Motorboat <input type="checkbox"/> Pontoon Boat <input type="checkbox"/> Inflatable Boat <input type="checkbox"/> Open Motorboat <input type="checkbox"/> Standup Paddleboard		HULL MATERIAL <input type="checkbox"/> Aluminum <input type="checkbox"/> Fiberglass <input type="checkbox"/> Rubber/Vinyl/Canvas <input type="checkbox"/> Plastic <input type="checkbox"/> Steel <input type="checkbox"/> Wood <input type="checkbox"/> Other		ENGINE TYPE <input type="checkbox"/> Inboard <input type="checkbox"/> Outboard <input type="checkbox"/> Pod Drive <input type="checkbox"/> Sterndrive <input type="checkbox"/> Other	PROPELLSION <input type="checkbox"/> Propeller <input type="checkbox"/> Manual <input type="checkbox"/> Water Jet <input type="checkbox"/> Sail <input type="checkbox"/> Air Thrust <input type="checkbox"/> Other	ENGINES No. _____ Total HP _____	LENGTH ft. _____ BEAM (width) ft. _____ DEPTH FROM TRANSON TO KEEL ft. _____	
FUEL TYPE <input type="checkbox"/> Gasoline <input type="checkbox"/> Electric <input type="checkbox"/> Diesel <input type="checkbox"/> Other		SAFETY EQUIPMENT ON VESSEL						
PERSONAL FLOTATION DEVICES Were They USCG approved? <input type="checkbox"/> Yes <input type="checkbox"/> No Number of Life Jackets Onboard: _____ Were They Used? <input type="checkbox"/> Yes <input type="checkbox"/> No Were They Accessible? <input type="checkbox"/> Yes <input type="checkbox"/> No		HAS VESSEL HAD A VESSEL SAFETY CHECK WITHIN THE PAST YEAR? <input type="checkbox"/> Yes <input type="checkbox"/> No Given A VSC Sticker? <input type="checkbox"/> Yes <input type="checkbox"/> No		ORGANIZATION THAT CONDUCTED THE VESSEL SAFETY CHECK <input type="checkbox"/> USCG Auxiliary <input type="checkbox"/> US Power Squadsrons <input type="checkbox"/> DEEP <input type="checkbox"/> Other _____				
FIRE EXTINGUISHERS Were They Used? <input type="checkbox"/> Yes <input type="checkbox"/> No Number of Fire Extinguishers and Type: _____		INCIDENT DETAILS						
DATE OF INCIDENT	TIME <input type="checkbox"/> AM <input type="checkbox"/> PM	# VESSELS INVOLVED	NAME OF WATER BODY	EXACT LOCATION (if possible, provide Latitude and Longitude)	NEAREST TOWN			
WEATHER CONDITIONS <input type="checkbox"/> Clear <input type="checkbox"/> Raining <input type="checkbox"/> Cloudy <input type="checkbox"/> Hazy <input type="checkbox"/> Foggy <input type="checkbox"/> Snowing <input type="checkbox"/> Other		WAVE CONDITIONS <input type="checkbox"/> Calm (Under 6in.) <input type="checkbox"/> Choppy (6in. - 2ft.) <input type="checkbox"/> Rough (2ft. - 6ft.) <input type="checkbox"/> Very Rough (over 6ft.)		WIND <input type="checkbox"/> None <input type="checkbox"/> Light (0 - 12 mph) <input type="checkbox"/> Moderate (13 - 24 mph) <input type="checkbox"/> Strong (25 - 54 mph) <input type="checkbox"/> Stormy (55 mph & Over)	VISIBILITY <input type="checkbox"/> Good <input type="checkbox"/> Poor <input type="checkbox"/> Fair	EST. AIR TEMP °F _____ EST. WATER TEMP °F _____	STRONG CURRENT? <input type="checkbox"/> Yes <input type="checkbox"/> No CONGESTED WATERS? <input type="checkbox"/> Yes <input type="checkbox"/> No HAZARDOUS WATERS? <input type="checkbox"/> Yes <input type="checkbox"/> No Other _____	
ESTIMATED SPEED <input type="checkbox"/> 0 - 10 mph <input type="checkbox"/> None <input type="checkbox"/> 11 - 20 mph <input type="checkbox"/> 21 - 40 mph <input type="checkbox"/> Over 40 mph		OPERATOR/PASSENGER ACTIVITIES (check all applicable) <input type="checkbox"/> Recreational <input type="checkbox"/> Commercial <input type="checkbox"/> Fishing <input type="checkbox"/> Hunting <input type="checkbox"/> White Water Activity <input type="checkbox"/> Tubing <input type="checkbox"/> Waterskiing <input type="checkbox"/> Starting Engine <input type="checkbox"/> Making Repairs <input type="checkbox"/> Relaxing <input type="checkbox"/> Other: (list) _____		INCIDENT EVENTS (check all applicable) <input type="checkbox"/> Collision w/ Vessel <input type="checkbox"/> Collision w/ Fixed Object (atollon) <input type="checkbox"/> Collision w/ Floating Object <input type="checkbox"/> Sinking <input type="checkbox"/> Grounding <input type="checkbox"/> Capsizing <input type="checkbox"/> Swamping <input type="checkbox"/> Flooding <input type="checkbox"/> Fire / Explosion (Non-Fuel) <input type="checkbox"/> Fire / Explosion (Fuel) <input type="checkbox"/> Fire / Explosion (Unk Origin) <input type="checkbox"/> Electrical Shock <input type="checkbox"/> Carbon Monoxide Exposure <input type="checkbox"/> Person Struck By Vessel <input type="checkbox"/> Person Fell Overboard <input type="checkbox"/> Sudden Medical Condition <input type="checkbox"/> Person Departs Vessel (voluntarily) <input type="checkbox"/> Towed Watersport Mishap <input type="checkbox"/> Person Ejected from Vessel <input type="checkbox"/> Natural Phenomena <input type="checkbox"/> Person Impacts Vessel <input type="checkbox"/> Impacted By Vessel <input type="checkbox"/> Person Struck By Propeller/Propulsion Unit/Water Jet <input type="checkbox"/> Other _____		CONTRIBUTING FACTORS (check all applicable) <input type="checkbox"/> Alcohol Use <input type="checkbox"/> Drug Use <input type="checkbox"/> Hazardous Waters <input type="checkbox"/> Excessive Speed <input type="checkbox"/> Improper Anchoring <input type="checkbox"/> Improper Loading <input type="checkbox"/> Improper Lookout <input type="checkbox"/> Operator Inattention <input type="checkbox"/> Operator Inexperience <input type="checkbox"/> Language Barrier <input type="checkbox"/> Navigation Rules Violation <input type="checkbox"/> Failure to Vent <input type="checkbox"/> Ignition of Fuel or Vapors <input type="checkbox"/> Congested Waters <input type="checkbox"/> Machinery Failure (check applicable below) <input type="checkbox"/> Engine <input type="checkbox"/> Electrical Sys. <input type="checkbox"/> Fuel System <input type="checkbox"/> Radio <input type="checkbox"/> Throttle <input type="checkbox"/> Shift <input type="checkbox"/> Sail/Mast <input type="checkbox"/> Seats <input type="checkbox"/> On-Board Lights <input type="checkbox"/> Ventilation <input type="checkbox"/> Steering <input type="checkbox"/> On-Board Nav. Aids (ex., GPS) <input type="checkbox"/> People on Gunwale/Bow/Transom <input type="checkbox"/> Force of Wake/Wave <input type="checkbox"/> Heavy Weather <input type="checkbox"/> Sharp Turn <input type="checkbox"/> Hull Failure <input type="checkbox"/> Starting in Gear <input type="checkbox"/> Restricted Vision (ex., fog) <input type="checkbox"/> Missing/Inadequate Aids to Nav. <input type="checkbox"/> Inadequate On-Board Nav. Lights <input type="checkbox"/> Dam/Lock <input type="checkbox"/> Passenger or Skier Behavior <input type="checkbox"/> Failure to Yield <input type="checkbox"/> Lack of/Improper ski observer <input type="checkbox"/> Careless/Reckless Operation <input type="checkbox"/> Other (describe) _____ <input type="checkbox"/> Equipment Failure (check applicable below) <input type="checkbox"/> Auxiliary Equipment <input type="checkbox"/> Fire Extinguisher <input type="checkbox"/> Sound Equip. (ex. horn) <input type="checkbox"/> Other: _____		

BEYOND FIRST AID



Means any physical harm or hurt for which a person received treatment by a medical professional at a licensed medical facility. Observation without treatment is not treatment beyond first aid and is not considered an injury beyond first aid.

What is considered a “licensed medical facility” for purposes of meeting this threshold?

Licensing requirements may vary by State. However, in general, the following types of facilities would qualify under this guidance, if licensed: hospitals, hospice agencies, intermediate care facilities, nursing homes, ambulatory surgical facilities, comprehensive outpatient rehabilitation facilities, home care agencies, home health agencies, hospital agencies, outpatient therapy clinics, rural health clinics, rehabilitation agencies, and ambulances.

So, an ambulance could qualify as a medical facility for treatment?

Yes, if the ambulance service is licensed by the State and there is treatment performed by EMS personnel (for example, successful CPR, setting dislocations or broken bones, sutures, etc.). This is a clarification of guidance that had been presented in CG-BSX Policy Letter 23-01 issued 27 January 2023. In that issuance, the scenario of EMS personnel arriving on scene but not transporting the victim to a medical facility would have been considered observation without treatment. In CG-BSX Policy Letter 23-01, CH-1 issued 26 September 2023, the Coast Guard eliminated that scenario from the guidance given further deliberations on the meaning and application of a “licensed medical facility.”

INCIDENT TYPES



INCIDENT TYPES:

Collision with Submerged Object -

*Removed from Incident Types

Collision with Floating Object - The striking of a floating object other than a vessel, above or below the surface of the water, which is not fixed or held in place by any means (e.g., barrels, logs, or other debris).



INCIDENT TYPES:

Flooding/Swamping.....now standalone terms as they have different meanings!

Flooding: The manner by which water enters the vessel through a fitting, a drain plug, a hole or crack in the hull, or other means that allows ingress of water through the hull not over the top of the gunwale, transom, or decking of the vessel. Flooding is not the same as swamping.

Swamping: The manner by which water enters the vessel over the top of the gunwale, transom, or decking of the vessel, not through a fitting, drain plug, hole or crack in the hull, or other means that allows ingress of water through the hull. Swamping is not the same as flooding.

FLOODING



SWAMPING



INCIDENT TYPES:

Falls in vessel - Person fell on/within boat.
(*Removed from Incident types)

New term and definition-

Person Impacts Vessel:
A person slips, trips, falls, or strikes a surface on or in their vessel.



INCIDENT TYPES:

Collision with fixed object (allision): The striking of any fixed object, above or below the surface of the water, except the bottom of the body of water. This includes a vessel striking another vessel moored to a dock, pier, or similar structure; and a vessel striking timber or stumps.

Collision with vessel: A striking together of two or more vessels, including colliding with an anchored vessel, a vessel secured to a mooring buoy or the tow of another vessel with exception of a towed watersport participant(s). This does not include a vessel striking a vessel moored to a dock, pier, or similar structure. (see collision with fixed object (allision)).

Impacted by vessel (new term): A docked/moored vessel that is struck by an underway vessel.

TYPE OF INCIDENT

Chain of events in the incident sequence:

There should be a vessel record for each vessel involved. Please enter the events in sequential number for each vessel involved in the incident in the order they occurred. Up to 3 events can be entered for each vessel.

For example, if Vessel #1 collides with Vessel #2 and a passenger on Vessel #2 falls overboard, and then that passenger is struck by the boat propeller, that incident would be entered as follows:

Vessel #1:

#1 = Collision with Vessel

Vessel #2:

#1 = Collision with Vessel

#2 = Person Falls Overboard

#3 = Person Struck by Boat Propeller

How to enter Incident chain of events...

- Vessel #1-
 - 1- Collision with Fixed Object

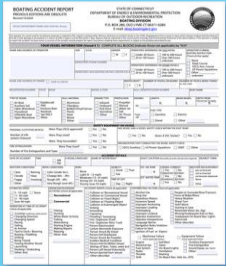
- Vessel #2-
 - 1- Impacted by Vessel
 - 2- Person Falls Overboard





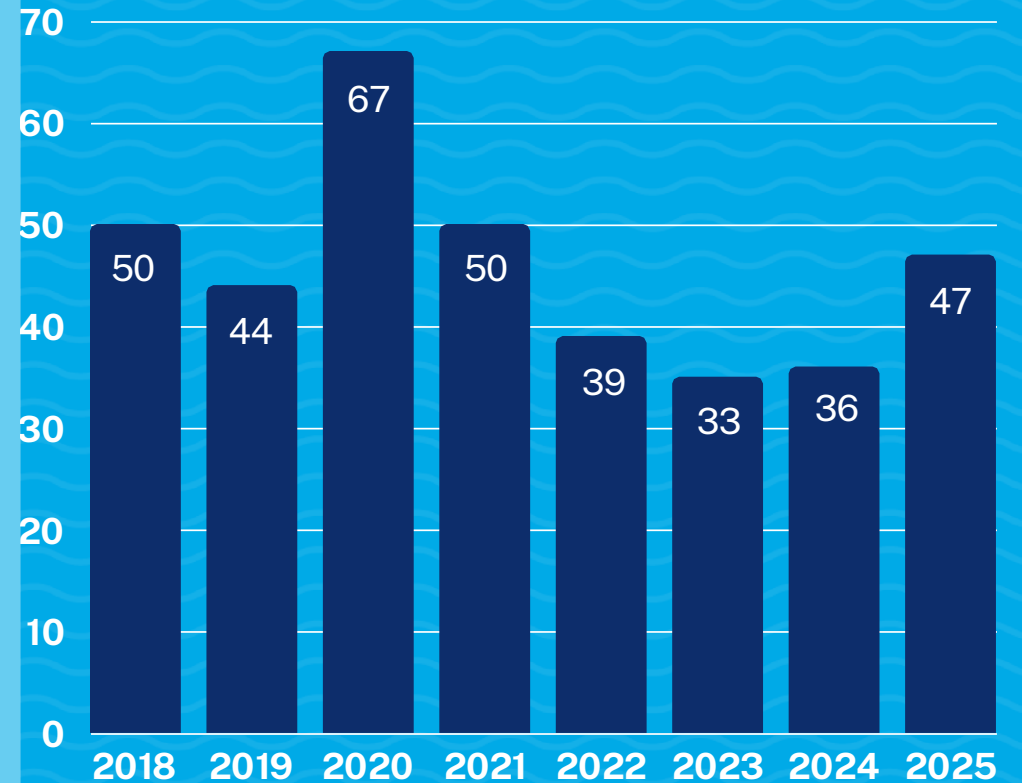
**2018-2025 Recreational Boating
Statistics in CT**

WHAT MAKES A BOATING INCIDENT REPORTABLE IN THE STATE OF CONNECTICUT?



The operator of a vessel involved in a boating incident is required to submit an incident reporting form to the Department of Energy & Environmental Protection (DEEP) if the incident resulted in the death of any person, injury of a person who requires medical attention beyond first aid, if the incident totals damages to all property affected is in excess of \$500, or if the vessel is a total loss.

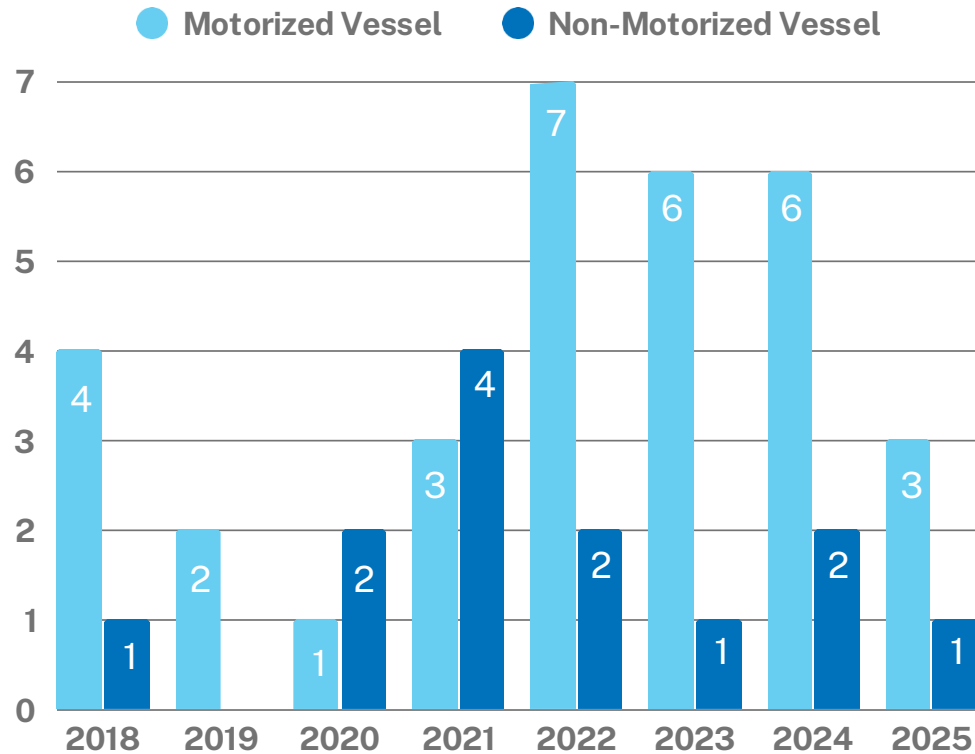
STATEWIDE REPORTABLE RECREATIONAL BOATING INCIDENTS 2018-2025



This graph represents the total number of reportable recreational boating incidents between 2018 and 2025 in the State of Connecticut.

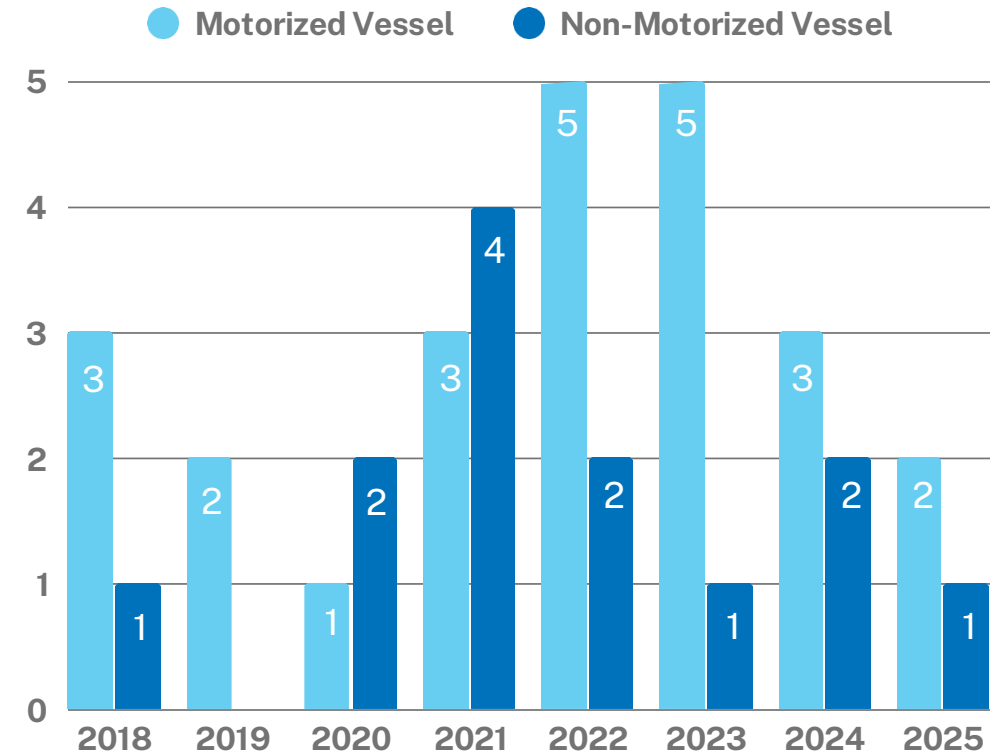
BOATING FATALITIES IN THE STATE OF CONNECTICUT

STATE OF CONNECTICUT BOATING FATALITIES
BY VESSEL TYPE



This graph represents the total number of fatalities each year and the type of vessel involved in the fatality between 2018 and 2025.

STATE OF CONNECTICUT FATAL BOATING INCIDENTS
BY VESSEL TYPE

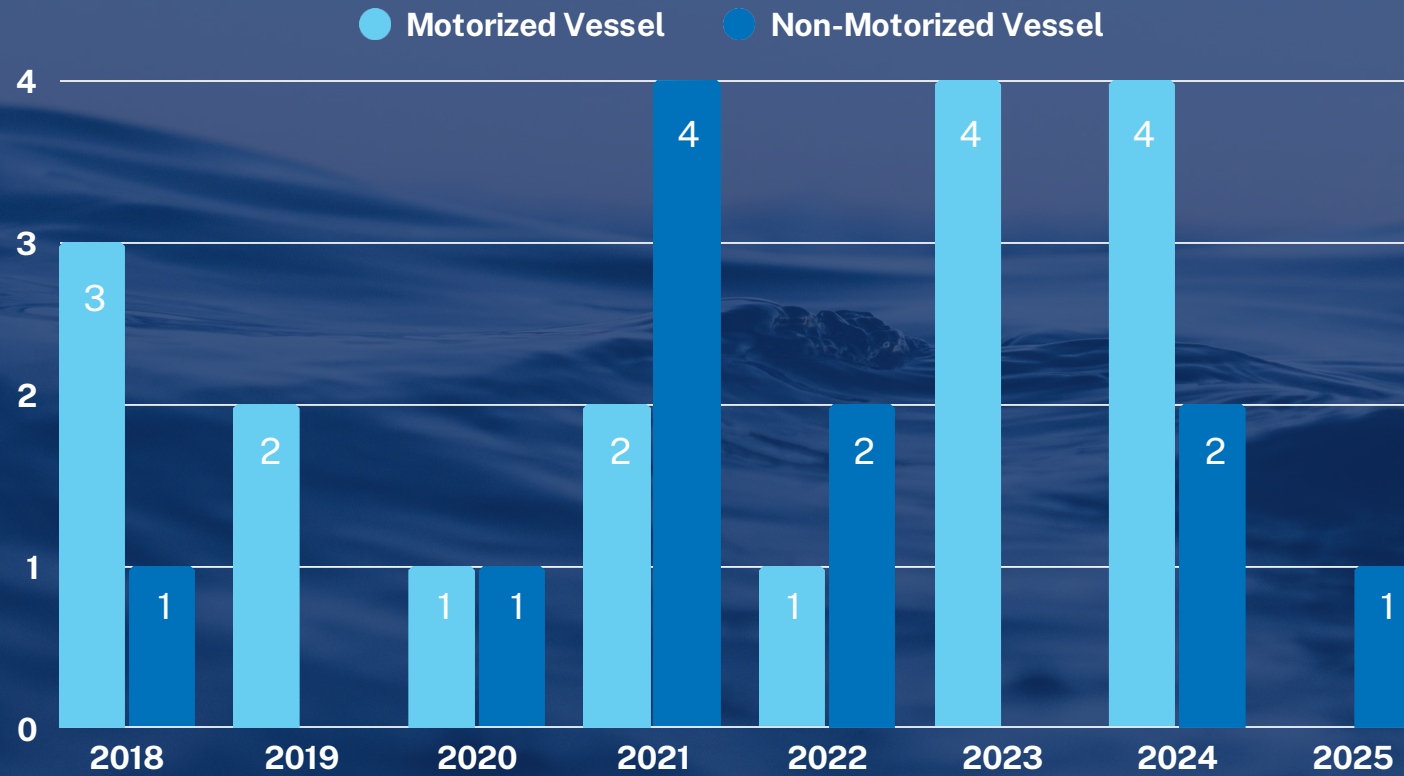


*A boating incident may involve more than 1 fatality

This graph represents the total number of fatal boating incidents each year and the type of vessel involved in the fatal incident between 2018 and 2025.

DROWNING FATALITIES

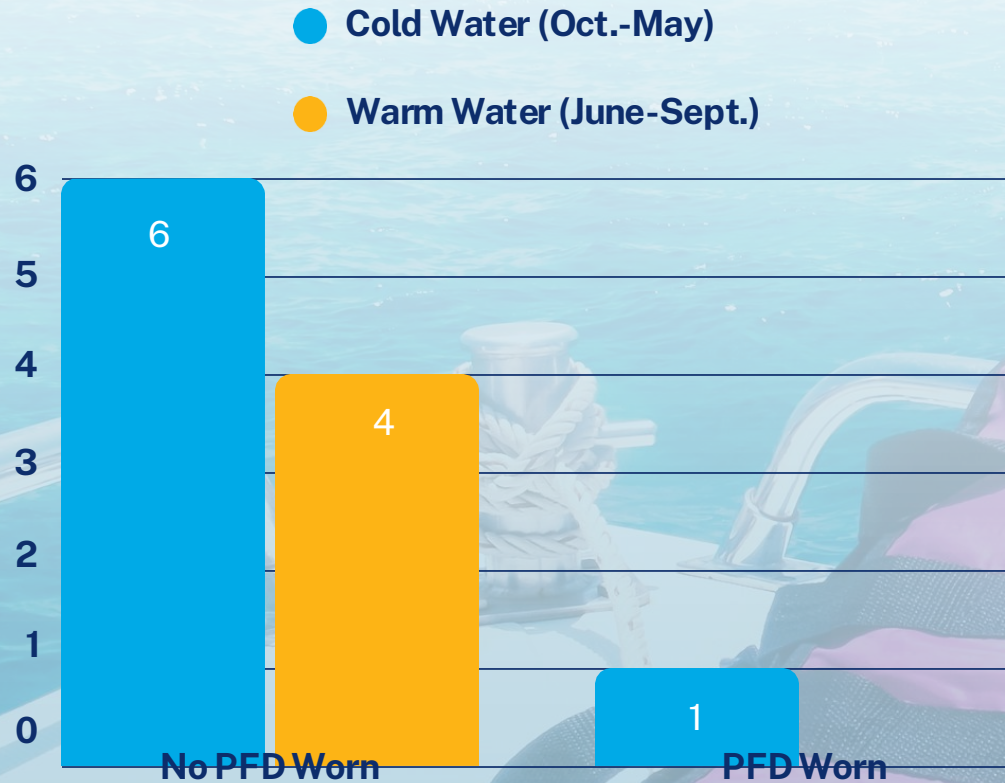
DROWNINGS BY VESSEL TYPE 2018-2025



This graph represents the total number of drowning fatalities determined by the Office of the Chief Medical Examiner each year and the type of vessel involved in the boating incident between 2018-2025.

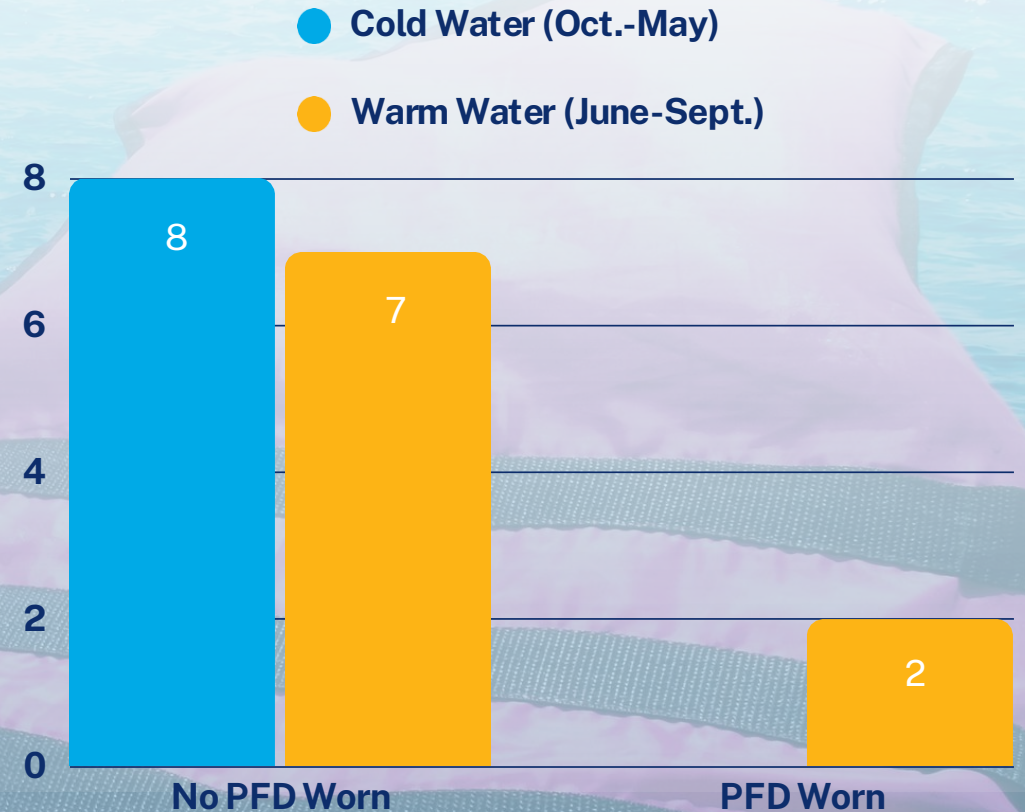
PFD USE AND WARM/COLD WATER DROWNINGS

DROWNINGS IN NON-MOTORIZED VESSELS 2018-2025



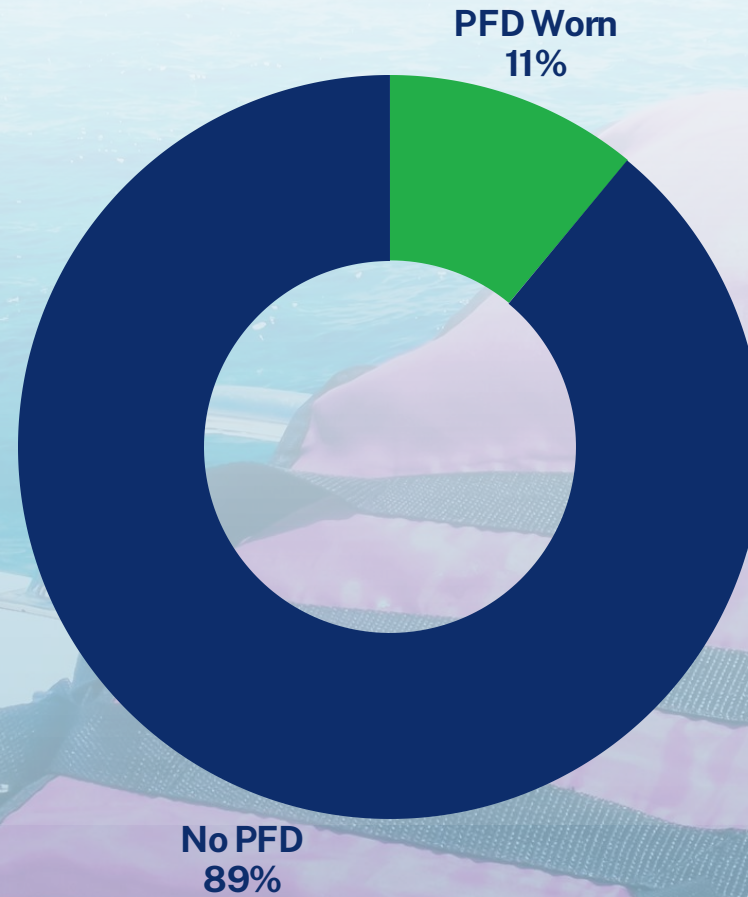
This graph represents PFD usage for drowning fatalities that occurred in cold water & warm water months that involved non-motorized vessels between 2018 and 2025.

DROWNINGS IN MOTORIZED VESSELS 2018-2025



This graph represents PFD usage for drowning fatalities that occurred in cold water & warm water months that involved motorized vessels between 2018 and 2025.

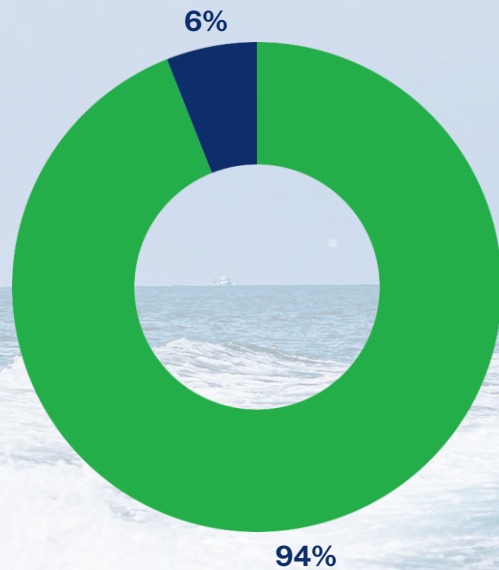
PFD USAGE IN DROWNING FATALITIES 2018-2025



This graph represents the percentage of drowning victims wearing and not wearing a PFD that occurred between 2018 and 2025. In the 11% of drowning fatalities, the PFD failed or was not worn properly.

ALCOHOL AS A CONTRIBUTING FACTOR IN BOATING INCIDENTS 2018-2025

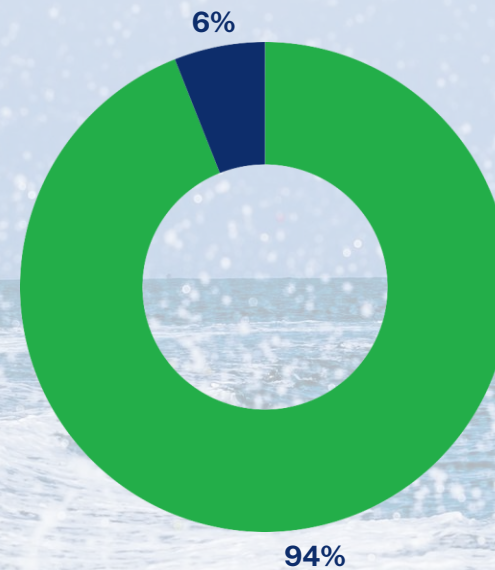
366 REPORTABLE RECREATIONAL
BOATING INCIDENTS IN CT



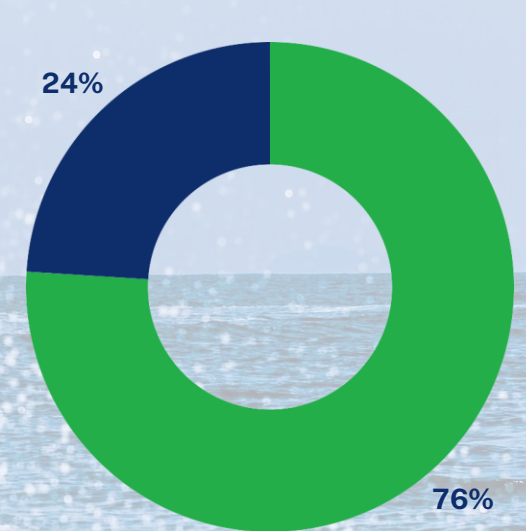
209 PROPERTY DAMAGE ONLY



127 INJURY RELATED



37 FATAL



■ Alcohol as a Contributing Factor

■ Other Causes

These graphs represent the percentage of incidents that occurred where alcohol was determined to be a contributing factor between 2018 and 2025 in reportable recreational boating incidents, fatal incidents, injury related incidents, and property damage only incidents.

2025 RECREATIONAL BOATING SEASON



3 BOATING INCIDENTS WITH FATALTIES

4 FATALITIES

SUMMARY OF 2025 FATAL BOATING INCIDENTS

- June 4th- Housatonic River, Shelton

- July 9th- Long Island Sound, New Haven

- July 31st- Messerschmidt Pond, Westbrook



Uses of our 117 State Boat Launches

Yolanda R. Cooley

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WHAT ARE CONSIDERED ACCEPTABLE USES OF OUR STATE RECREATIONAL BOAT LAUNCH AREAS?

- Launching & retrieving your vessel
- Fishing
- Observing wildlife from designated areas
- Parking for offsite hunting

PROHIBITED USES AT OUR STATE BOAT LAUNCH AREAS

*See Sec. 26-16-1 for all prohibited activities in boating access areas.

- No person shall tie up, moor or anchor a vessel in a manner that may obstruct or interfere with the launching of any other vessel except when actively launching or retrieving a vessel.
- No person shall leave any vessel unattended in the water or on land, or tied to any state dock or pier.
- No person shall moor or anchor a vessel or leave a vessel on land at any such facility.
- No person shall engage in any commercial activity at such facility unless so authorized by the Department of Energy & Environmental Protection.
- No person shall erect or post any notice or sign unless authorized in writing by the Commissioner.

SPECIAL USE LICENSE & MARINE EVENT PERMIT

Special Use License (SUL)-CGS Sec. 23-11

A permit is required for temporary special use of a State-Owned Boat Launch Area. Special use of DEEP property that is not considered a "normal" use of a launch or prohibited, but the Commissioner may authorize such activity for public purposes if compatible with the facility.

Examples of activities that have been authorized under a SUL include- Stationing of AIS monitors, Lake Clean-Up Days, Fire Departments testing equipment, Search and Rescue activities, Fishing Camps, Commercial Activities, etc.

Marine Event Permit (MEP) -RCSA Sec. 15-121-A6

A permit is required for all marine parades, regattas, races, tournaments, exhibitions, or other activities held on state waters requiring exclusive use of a specified portion of a waterbody, including access through state boat launches. In addition, one is required on federal waters when using a state boat launch, or when requesting a boating regulation exception.

Examples: Regattas, triathlons, marine parades, firework displays, organized education paddle events, etc.

THANK YOU!

**A BRIEFING ON BOATING SAFETY
BOATING DASHBOARD**

Check it out!



We ❤️
Boating
Safety!





Vessel Registration

Tim Delgado

Environmental Analyst, Regulatory Unit
Bureau of Outdoor Recreation/Boating Division

Office: 860-447-4354

Email: timothy.delgado@ct.gov

PRIMARY REGISTRATION AND NUMBERING

In Connecticut:

1. All recreational motorboats touching CT waters must be numbered (registered) SOMEWHERE. A motorboat is any boat with a motor, whether it is the primary means of propulsion or not, and whether it is being used or not.
2. Owners are issued a Certificate of Number by the registering agency. A state-issued Certificate of Number will indicate which numbers have to be displayed on the vessel.

ALTERNATIVELY...

1. Large vessels can be numbered (registered) with the USCG. Owners are issued a Certificate of Documentation. Numbers are not displayed.

EXCEPTIONS - PRIMARY REGISTRATION AND NUMBERING

Exceptions – These vessels are not required to be numbered - Government vessels, foreign-registered vessels, lifeboats, **vessels propelled solely by oar or paddle and vessels less than 19.5 feet in length which are not a motorboat (i.e. small sailboat).**



SUPPLEMENTAL REGISTRATION

1. In Connecticut, if a vessel registered (numbered) in another state or with the USCG touches our waters for more than 60 days in a calendar year, they are required to get a supplementary registration here even though they are registered elsewhere.
2. These vessels do not receive new numbers and are not required to display Connecticut numbers, but they are required to display a Connecticut **validation decal**. Owners are issued a Certificate of Decal to supplement their state-issued Certificate of Number or USCG Certificate of Documentation.

SUPPLEMENTAL REGISTRATION – “60 DAYS? PROVE IT!”

Sec. 15-150a. Any facility mooring or storing vessels required to maintain record of vessels not registered in Connecticut.

Each boat yard, public or private marina or other entity renting or leasing slips, dry storage, mooring or other space for vessels during the period from April fifteenth to October fifteenth, inclusive, in any year shall maintain a list of all such vessels not registered in Connecticut. Each yacht club, boat club or other group assigning slips or moorings for vessels as part of membership rights shall maintain a list of all such vessels not registered in Connecticut. Each condominium or cooperative marina shall maintain a list of all such vessels not registered in Connecticut. Said list shall be compiled on forms furnished by the Commissioner of Energy and Environmental Protection and shall contain with respect to each such vessel (1) the name of the vessel, (2) the state of registration or documentation, (3) the registration number, (4) the name and address of the entity renting or using space, and (5) such other information as the commissioner deems necessary. Transient vessels are not required to be included in such lists. Such lists shall be available during normal business hours for inspection by any boating law enforcement officer. Any boat yard, public or private marina, condominium or other entity renting, leasing or controlling slips, dry storage, moorings or other spaces for vessels during the period of any year from April fifteenth to October fifteenth, or any yacht club, boat club or cooperative or other group assigning slips or moorings for vessels as part of membership rights, which fails to maintain the lists required in this section or fails to make the same available for inspection by any boating law enforcement officer shall have committed a violation and shall be fined two hundred dollars.

VALIDATION DECALS

1. Upon registration a customer receives 2 color-coded validation decals.
2. By federal regulation, the yearly color sequence for every state's validation decals is:

GREEN-RED-BLUE-ORANGE

1. This boating season the validation decal in Connecticut is **GREEN**. Next year it will be **RED**, and so on.
2. The problem is that Connecticut is on a one-year decal cycle, other states may be on a multi-year decal cycle, so you can't tell if an out-of-state decal is valid by color: you'll have to read the numeral inside the decal.

STATE-REGISTERED VESSELS - DISPLAY OF NUMBERS AND DECALS

1. A Connecticut-numbered vessel should display the Connecticut validation decal to the right of the registration number.
2. If the vessel numbered in one state is also registered in secondary state, it should display the decal of the secondary state on the opposite side of the registration number.



DOCUMENTED VESSELS : DISPLAY OF NUMBER

1. A documented vessel does not display a number on the vessel exterior; the number is displayed inside the vessel.



DOCUMENTED VESSELS : DISPLAY OF VALIDATION DECALS

1. Remember, if a documented vessel is touching Connecticut waters for more than 60 days in a calendar year, it must register in Connecticut to obtain a Certificate of Decal and it must display a Connecticut-issued validation decal.



STATE-REGISTRATION VALIDITY

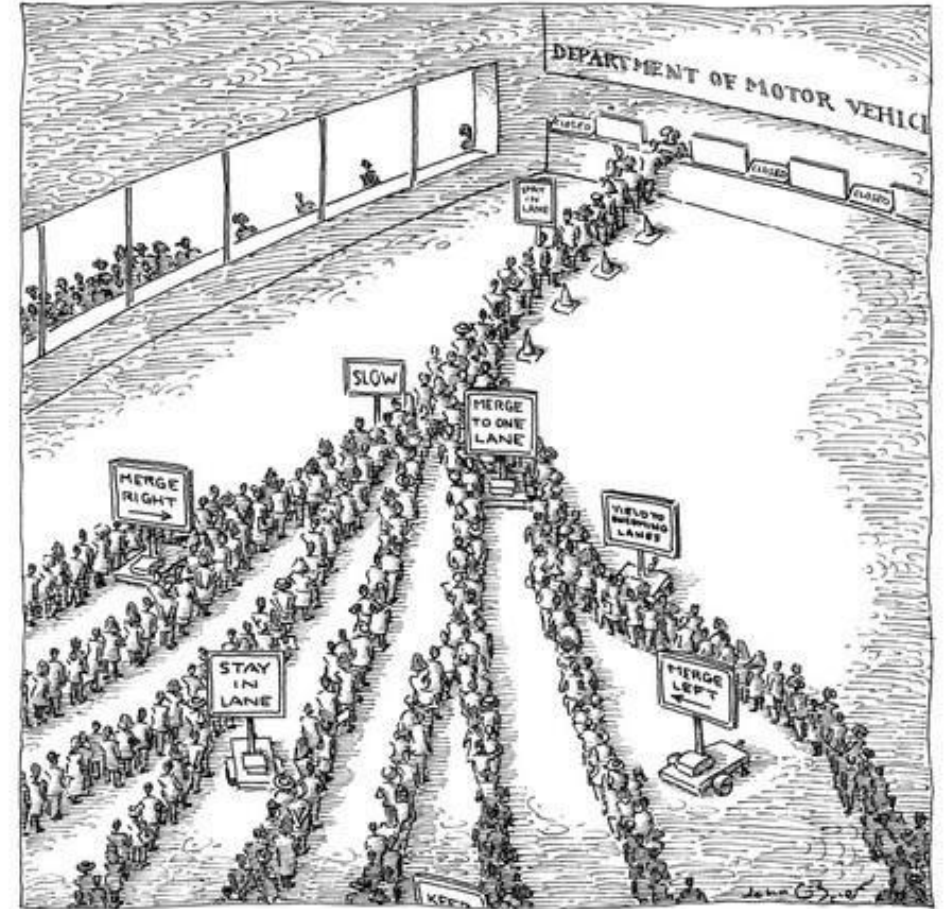
1. All Connecticut-issued registrations are valid through the last day of April...
2. For a registration to be valid, the vessel must display a valid registration number AND a current validation decal...
3. ...except that DMV may issue a temporary registration **w/o a validation decal** for vessels needing a Hull Identification Number...
4. **(IMPORTANT!)**...and that all registrations are INVALIDATED UPON TRANSFER. THERE IS NO GRACE PERIOD...and then there is this...

VALID REGISTRATION NOT REQUIRED

(b) No person shall launch, moor or operate and no owner shall permit the launching, mooring or operation of any such vessel unless (1) the owner holds a valid, effective certificate of registration awarded by this state, and (2) the registration decal is displayed as directed by the Commissioner of Energy and Environmental Protection, provided the requirements of this subsection shall not be applicable, in the period commencing on the first day of October in any year to and including the thirtieth day of April next succeeding, to any such vessel in use upon the waters of this state exclusively for purposes of delivery of such vessel to a facility in this state for storage, including dry storage and storage in water by means of apparatus preventing ice damage to the hull, maintenance or repair or the actual process of storage, maintenance or repair of such vessel. *CGS Sec. 15-142(b)*

REGISTRATION PROCESS – PT 1

1. Make an appointment with DMV online.
Honor the appointment in person.
2. If the vessel is used, bring this paperwork to the DMV: a bill of sale, previous registration (make sure the names match), and a title if the vessel was previously titled.
3. If the vessel is new, bring this paperwork to the DMV: all sales paperwork and a Manufacturer Certificate of Origin. This is the first title.



REGISTRATION PROCESS – PT 2

1. Connecticut titles all motorboats model year 2017 and newer.
2. Vessel sales are taxed at 2.99% (except for luxury vessels).
3. Expect to pay tax, a titling fee, and a registration fee based on vessel length.
4. If the vessel was registered in the previous year DMV will send a “Renewal Invitation” in February or March. If registration was skipped, DMV will not send a renewal invitation.
5. Renewals can now be done online.

REGISTRATION PROCESS – PT 3

1. DMV registers recreational and commercial vessels. They are currently in the “B_” suffix series, e.g. **CT 1234 BN**
2. A DMV-issued registration number ending in “**BL**” is a boat livery (rental) boat.
3. DEEP registers Marine Dealers. These will have suffixes of **DL, YB, MS, XP**, e.g. **CT 1234 DL**. These should always be on a temporary board or mount; never painted on or adhered to the vessel.
4. Livery vessels and Marine Dealer vessels are still required to display a current validation decal.

REGISTRATION PROCESS – MY UNSOLICITED ADVICE...

1. If there is no registration; or,
2. If the seller is not the last person who registered the boat; or,
3. If the boat is coming from a state that issued a title to the boat but it is missing; or,
4. If the information on the boat does not match the information on the registration...
5. Skip it.



KEEP IN MIND...

1. Invalid display of a registration number or outdated validation decal is a good/easy reason for a stop.
2. A vessel that should be registered but does not display the number properly or does not display a current validation decal and that is **using** our waters for more than 24 hours meets the definition of being abandoned under 15-140c and might help put pressure on a reluctant owner.

For the purposes of registration “**use**” of our waters means: “...any launching, mooring or operation of a vessel upon the waters of this state shall be deemed to be a use of such vessel upon the waters of this state.” CGS Sec. 15-142(a)



Boating Education Assistant (BEA) and Aquatic Invasive Species (AIS) Programs

Wendy Flynn

Environmental Analyst, Education & Outreach
Bureau of Outdoor Recreation/Boating Division
Phone: 860-447-4339
Email: gwendolynn.flynn@ct.gov

BOATING EDUCATION ASSISTANTS

- Seasonal DEEP staff
- Educate boaters about clean and safe boating requirements
- Closing the launch at capacity
 - No launching and leaving
 - No queuing up on the street



LAWS TO PREVENT THE SPREAD OF AIS

- CGS 15-180
 - Illegal to transport, on a vessel or trailer, any vegetation or animals that are visible and identifiable.
 - Infraction- \$95 per violation
 - Focus on boater transporting plant fragments and animals
- CGS 22a-381d
 - The importation, transportation, sale, purchase, possession, cultivation, or distribution of a number of invasive plants is currently prohibited
 - Infraction- \$50 per plant
 - Focus on aquarium trade; need to positively identify before writing ticket.
- AIS Stamp PA 19-190 and 23-154



AQUATIC INVASIVE SPECIES STAMP UPDATES



- PA-23-154- effective October 1, 2024
 - Replaced PA19-190
 - Fee no longer paid with CT vessel registration
 - Fee associated with operator
 - Valid for the calendar year
 - Purchased through Online Sportsmen system
- All revenues collected by the AIS Stamp will be deposited in the Connecticut Lakes, Rivers, and Ponds Preservation account.
- Any person who operates a vessel on the inland waters of this state without the proper stamp or decal could be fined up to \$85.

AQUATIC INVASIVE SPECIES STAMP

Stamp Options- effective
October 1, 2024



- Fee for registered vessel on inland waters.
 - Option 1: Individual AIS Stamp- \$7
 - Assigned to the **individual** purchasing the stamp.
 - Proof-of-purchase is displayed on that individual's Sportsmen Conservation License as a privilege similar to a fishing or hunting license.
- Option 2: - Vessel AIS Decal- \$25.00
- The decal covers **all operators of a specific vessel**.
- Purchase of the decal also provides an Individual AIS Stamp for the purchaser.
- A decal will be mailed to the purchaser and must be affixed to the vessel.
- Proof-of-purchase is the affixed decal on the vessel and is also displayed on the boater's Sportsmen Conservation License as a privilege similar to a fishing or hunting license.


INDIVIDUAL AIS STAMP ON CONSERVATION LICENSE

Prints as a privilege like a fishing or hunting license



Privileges	Validity	Date Issued
AIS STAMP - INDIVIDUAL ¹	06/03/2025 - 12/31/2025	06/03/2025

State of Connecticut Boating Safety Certificates
CPWO Certificate: P1806196

	2025 Conservation License	Conservation ID: 1345795 P J ACKELS 1345795 RESIDENCE STREET1 WEST SIMSBURY, CT 06092 US	Gender: M DOB: 10/09/2000 HT: 6' 0" WT: 195 Eyes: BROWN Hair: BROWN
	I declare under penalties of false statement that the statements herein made by me are true and correct. In accordance with Connecticut General Statute 26-61, the payment of a fine, forfeiture of a bond, or a plea or judgment of guilty for fishing, hunting, and trapping violations may result in the suspension of all sport fishing, hunting, and trapping licenses and privileges. CGS 26-61 https://www.cga.ct.gov/current/pub/chap_490.htm#sec_26-61		
P J ACKELS		Electronic Signature Affirmed Online	

Privileges	Validity	Date Issued
AIS STAMP - INDIVIDUAL ¹	06/03/2025 - 12/31/2025	06/03/2025

State of Connecticut Boating Safety Certificates

CPWO Certificate: P1806196

Safe Waterskiing Endorsement

Certification of Personal Watercraft Operation (Boating Certificate)*
 Boat and Personal Watercraft Operation**
 Safe Waterskiing Endorsement***

Must be carried on board while operating vessel

*Needs to be 12 years and older to operate any powerboat alone.
 **Needs to be 16 years and older to operate a PWC alone.
 *** Needs to be 16 years and older to tow a passenger.



This certificate is issued pursuant to Section 15-140 of the Connecticut General Statutes.

¹ AIS STAMP - INDIVIDUAL - Required for any individual that will be operating a vessel that is required to display a registration validation decal issued by this or another state

Refer to the current hunting and fishing guides, boaters guide, the marine circular or the DEEP's website for specific regulations and reporting requirements.

DEEP Website: portal.ct.gov/deep DEEP EnCon Police TIP Line: 1-800-842-4357 (HELP) DEEP EnCon Police Line: 1-860-424-3333



VESSEL AIS DECAL ON CONSERVATION LICENSE AND PLACEMENT

- Decal placement
 - Port side
 - Amidship
 - Hull or operator station
 - Visible to law enforcement
- Assigned to one registration number
- Also provides individual AIS Stamp to purchaser



Privileges	Validity	Date Issued
AIS STAMP - VESSEL DECAL ¹ - Vessel Reg#: ct12345AB	06/03/2025 - 12/31/2025	06/03/2025

State of Connecticut Boating Safety Certificates

CPWO Certificate: P1824694

Safe Waterskiing Endorsement

AQUATIC INVASIVE SPECIES

HOW WE CAN HELP PREVENT THE SPREAD



- **Educate boaters**
 - Clean, Drain, Dry
 - Changes to the AIS Stamp changes
- **Enforce AIS laws**
 - Enforce AIS Stamp purchase requirement
 - Non-residents have had to purchase AIS Stamp since 2020
 - Stop people if you see trailers with plants hanging

MARINE PATROL

101

KNOWLEDGE. AWARENESS. READINESS.
SAFER WATERS. STRONGER CREWS.

CONNECTICUT



NAVIGATE
WITH PURPOSE



OBSERVE
EVERY DETAIL



PROTECT
LIVES & PROPERTY



COMMUNICATE
WITH CLARITY

PROFESSIONALISM. VIGILANCE. INTEGRITY.
EVERY PATROL. EVERY TIME.



Sergeant Greg Ulkus

CT ENCON Police

- (860) 424-3333 - dispatch 24/7
- (860) 424-4140 - office
- greg.ulkus@ct.gov



CT ENVIRONMENTAL
CONSERVATION POLICE



B.O.A.T.
PROGRAM



Training Objectives

- Seasonal vessel preparation
- Equipment recommendations
- Pre-underway safety checks
- Legal authority in stops
- In custody transport
- Safe vessel stop techniques
- Proper vessel storage



Pre-Season Vessel Preparation



- Fresh fuel
- Batteries charged
- Safety equipment on board (Serviceable? Expired?)
- Adequate lines (docking, towing, extra)
- GPS software updated to latest version
- Updated charts
- LE specific equipment
- **PFD Selection & Inspection**



Engine Cut-Off Switch / Kill Switch

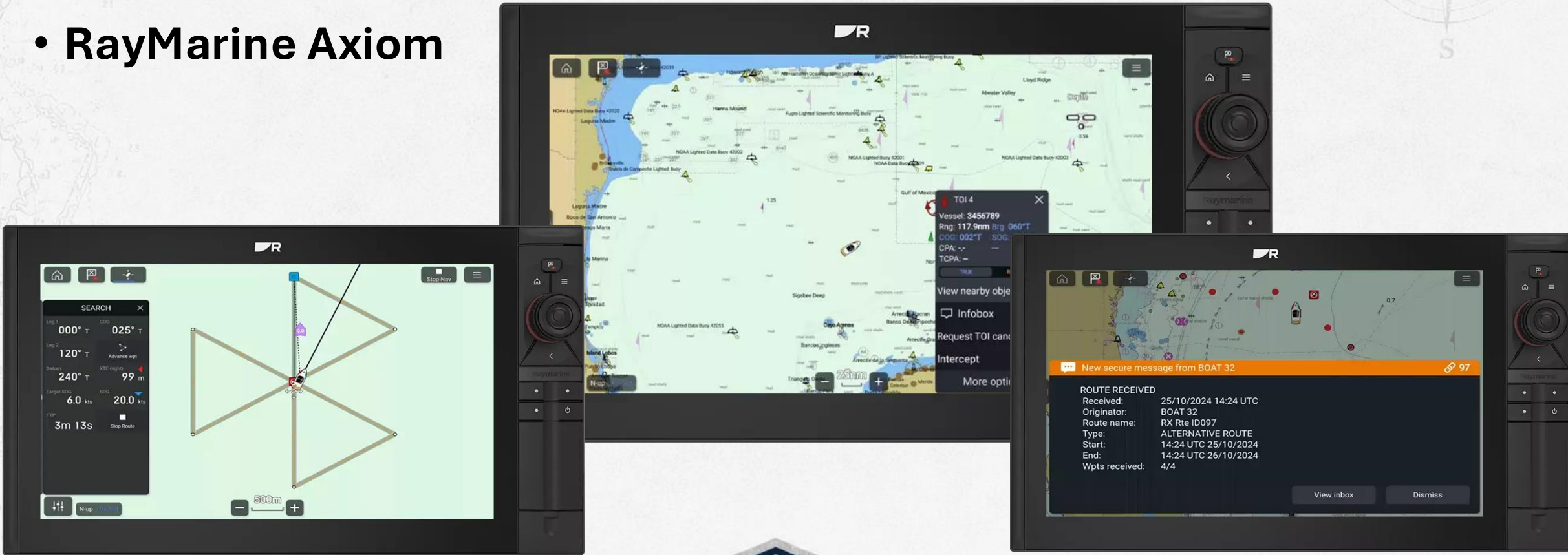
- As of April 1, 2021, federal law requires operators of boats under 26 feet to use an Engine Cut-Off Switch (ECOS).
- When operating on plane or above displacement speed.
- You are not required to use the device if the main helm is within an enclosed cabin.



Equipment Recommendations



- RayMarine Axiom



Equipment Recommendations

- **RayMarine AIS - \$7,100**

AIS5000 - CLASS A TRANSCEIVER

Designed for maritime first responders, search and rescue (SAR) and law enforcement agencies. The AIS5000 Automatic Identification System (AIS) transceiver delivers robust Class A AIS network capability and serves as a gateway device for secure text messaging in the maritime domain.



Equipment Recommendations


- **Sionyx Nightwave Marine Night Vision**
- The SIONYX Nightwave uses advanced digital night vision technology to deliver full-color imagery in ultra-low-light conditions, providing clearer and more detailed visuals than traditional thermal or monochrome night vision devices.
- Likely integrates with your current MFD
- \$1,800 to \$2,995 depending on model and vendor.






Pre-Underway

- Vessel Checklist
- Fuel
- Risk Assessment
 - PEACE Model
 - GAR



Vessel Checklist



Before Engine Start

- Weather forecast and sea conditions (forecast and observations)
- Float plan prepared shared/Area of Responsibility communicated
- Lifejacket worn, adjusted, and secured (proper size and fit, worn, fastened)
- Drain plugs installed, bilges are dry, bilge pump, bucket
- Extra drain plug(s) (if Applicable)
- Extra inherent lifejackets
- Type IV flotation device immediately available
- Fire extinguisher(s) proper number, fully charged
- Sound producing device (s) (horn, whistle, bell)
- Visual distress signals (orange flag, smoke and flares with current date)
- Anchor (s) with chain & sufficient line (3-10 times depth), secured
- Check Engine Oil
- Battery - switch properly set, fully charged, secured, terminals clean

After Engine Start

- Engines start, water flow is good from engines, oil pressure
- Steering and shifting mechanisms are working
- Engine Trim/Tilt Functioning
- Navigation lights and instrument lights
- Blue light and other enforcement lighting
- Marine VHF radio(s) and other radio/ agency electronic equipment
- Conduct radio/equipment check
- Fuel and oil sufficient for trip – 1/3 Out, 1/3 Return, 1/3 Reserve
- Navigation tools – GPS, compass, charts/maps, plotter (if appropriate)
- Dock Lines (Set on Vessel while Underway)
- Other rescue equipment – tow teather/ throw bag/hook
- Self-rescue items - accessible boarding ladder, rescue gear
- Engine cut-off switch attached and working properly

Other Consideration

- First Aid Kit and blanket(s)
- Toolbox and spare parts
- Fenders as applicable

USCG Ashore Risk Assessment

Step 3: Determine Risk vs. Gain: Do gains warrant the risk?

Step 3a: Enter the Overall Risk Level (Step 2 on prior page) in the RISK box below (Low, Medium, or High).

Step 3b: Review the definitions for Gain below and enter the level in the GAIN box below. (Low, Medium, or High).

Level of Gain

- **Low** – Situation with unclear benefits or a low probability for providing concrete results.
Examples: passenger transport, non-critical logistics missions, and public affairs demonstrations.
- **Medium** – Situation that provides immediate and real benefits.
Examples: saving property, protecting the environment, deterring illegal operations.
- **High** – Situation that provides immediate and real benefits that if ignored could result in loss of life.
Examples: Urgent SAR and MICEVACs.

RISK
(Low, Med, High)

Vs.

GAIN
(Low, Med, High)

Step 3c: Use the Risk vs. Gain values from above and follow the column and row until they cross. The intersecting point is the recommended action.
Example: if Risk is 'Low' and Gain is 'medium', the recommendation is: 'Accept the Mission. Continue to monitor Risk Factors, if conditions or mission changes'.

Risk vs. Gain	High Gain	Medium Gain	Low Gain
Low Risk	Accept the Mission. Monitor Risk Factors and re-evaluate if conditions or mission/activities change.	Accept the Mission. Monitor Risk Factors and re-evaluate if conditions or mission/activities change.	Accept the Mission. Monitor Risk Factors and re-evaluate if conditions or mission/activities change.
Medium Risk	Accept the Mission. Monitor Risk Factors and employ Controls when available. Re-evaluate if conditions or mission change.	Accept the Mission. Monitor Risk Factors and employ Controls when available. Re-evaluate if conditions or mission change.	Accept the Mission. Only with Command Enforcement. Communicate Risk vs. Gain to Chain of Command. Implement Controls and continuously evaluate conditions and mission for change.
High Risk	Accept the Mission. Only with Command Enforcement. Communicate Risk vs. Gain to Chain of Command. Implement Controls and continuously evaluate conditions and mission change.	Accept the Mission. Only with Command Enforcement. Communicate Risk vs. Gain to Chain of Command. Implement Controls and continuously evaluate conditions and mission change.	DO NOT Accept the Mission. Communicate Risk vs. Gain to Command. When Risk Factors change or Controls are available to reduce Risk re-assess.

NOTES:



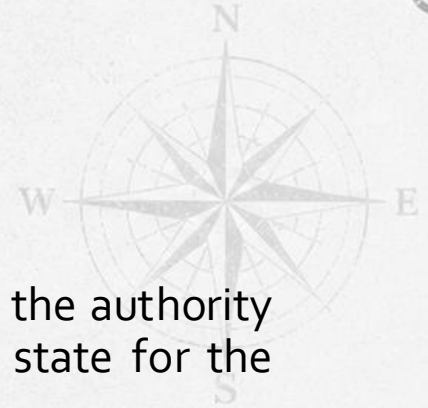
Legal Authority

Sec. 15-154. Enforcement. Refusal to stop vessel or take vessel to designated area. Rules for avoiding interference with operation of law enforcement vessel or fire rescue vessel. Penalties.

(a) Any harbor master, deputy harbor master, conservation officer, special conservation officer or state police officer and any municipal police officer, any special police officer appointed under sections 29-18 and 29-19, any town marine officers appointed under section 15-154a and certified by the commissioner for marine police duty and any lake patrolman appointed under section 7-151b may enforce the provisions of section 15-16a, this chapter and chapter 446k, except that only peace officers shall enforce the provisions of section 15-132a, subsection (d) of section 15-133 and sections 15-140l and 15-140n. In the enforcement of this chapter, such officer may arrest, without previous complaint and warrant, any person who fails to comply with the provisions of this chapter.



Legal Authority



(b) When engaged in the enforcement of this chapter and chapter 446k, such officer shall have the authority to stop and board any vessel which is under way or which is moored on the waters of this state for the purposes of

- (1) examining decals, certificates and other documents,
- (2) inspecting safety equipment and waste disposal systems,
- (3) determining if the operation of such vessel exceeds the noise levels established in subsection (b) of section 15-129,
- (4) searching when such officer has probable cause to believe that any provision of any law of this state or any rule or regulation of the Department of Energy and Environmental Protection relating to boating or water pollution has been violated,
- (5) determining compliance with section 15-132a, subsections (d) and (e) of section 15-133 and sections 15-140l and 15-140n, when such authorized officer has probable cause to believe said section or subsection has been violated, and
- (6) making arrests.



Enforcement Statistics

Infractions submitted to Judicial CIB:

- 5/1/2025 through 4/30/2026
- 652 infractions
- 675 charges
- 16 agencies

No. of Charges	Statute	Violation
232	15-133(f)	VIO DEP BOATING REGULATIONS
128	15-129(a)(1)	FAIL COMPLY FED REQ FLOTAT DEV
49	15-140j(b)	IL OP/PERM<16YR JETSKI W/O CRT
42	15-144(h)	ILL OPN VESSEL WO NUMBER/REGIS
38	15-140m	RECKLESS BOATING 2ND DEG
28	15-140e(a)	ILL OPN BOAT WO CERT/CG LIC
16	15-129(a)(5)	FLR CMPLY FED REQ FIR EXTNGSHR
15	15-144(a)*	FLR TO CARRY BOAT REGISTRATION
14	15-144(a)	FLR DISPLAY REGISTRATION DECAL
13	15-134(a)	NO OBSERVER WHILE TOWING SKIER
13	15-140j(h)	PSNGR RIDE UNSEC PRSNL WTRCRFT
13	15-140j(h)*	IL OP PRSNL WTRCRFT/PSNGR FRNT
11	15-140g*	FLR CARRY BOAT OPN CERTIFICATE
9	15-140j(g)	OP PERSONAL WTRCRAFT W/O CERT
6	15-129a(a)	FLR CMPLY FED REQ NAV LIGHTS
6	15-140c*	ILL ABANDONMENT OF VESSEL
5	15-131	FLR OBEY COLLISION PREVENT REQ
5	15-144(c)	FLR DISPLAY BOAT REGISTRATION
4	15-129(a)(6)	FLR CMPLY FED REQ SIGNL APPLNC
4	15-150(c)	FLR COMPLY BOAT RENTING REQ
3	15-129(h)	ILL REMOVE OR ALTER MUFFLER
3	15-142(a)	FLR TO NUMBER/HAVE DOCUMENTS
3	15-16a	OP VES NO WAKE ZN MYSTIC RIVER
2	15-134(c)	ILL SKIING IN DARKNESS
2	15-139(b)	VIO BOATING SAFETY REGS
2	15-142(b)	FLR TO REGISTER FOREIGN VESSEL
2	15-154(e)	VIO EMRG/COM VES NO WAK ZN REQ
1	15-129(a)(7)	FLR CMPLY FED REQ DSTRESS SGNL
1	15-129(k)	FLR OBEY USCG SAFETY EQUIP REG
1	15-129a(f)	FLR CMPLY FED REQ RED/YEL SIGN
1	15-144(h)(2)	ILL USE VESSEL REG OR DECAL
1	15-144(h)*	ILL OPN UNREG VESSEL (SBS OFF)
1	15-145	FLR COMPLY MARINE DEALER REQ
1	15-9(a)	FLR REMOVE VESSEL FROM HARBOR



No. of Charges	Issuing Agency
270	ENVIRONMENTAL CONSERVATION POLICE (DEP)
226	CANDLEWOOD LAKE AUTHORITY
41	LAKE HOUSATONIC AUTHORITY
39	LOCAL POLICE HARTFORD
20	LOCAL POLICE STRATFORD
19	LOCAL POLICE STAMFORD
18	CONN STATE POLICE & FC74
9	LOCAL POLICE GROTON TOWN
7	LOCAL POLICE COVENTRY
6	LOCAL POLICE BRANFORD
6	LOCAL POLICE GREENWICH
6	LOCAL POLICE NORWALK
4	LOCAL POLICE OLD SAYBROOK
2	YALE UNIVERSITY
1	LOCAL POLICE EAST HARTFORD
1	LOCAL POLICE MONROE



In Custody / Transport

- Handcuffing on water review
- Transporting to shore for continued BUI assessment



Vessel Stops

- Purpose
- Getting attention / Signaling
- Approach technique
 - Vessels
 - Paddlecraft
- Once alongside
- **SITUATIONAL AWARENESS**





You are underway, making way on your patrol boat in heavy fog...

What is the sound signal you should sound?

One prolonged blast at intervals of no more than 2 minutes.



Free Training Opportunities

- State of CT CPWO/SBC
- NASBLA BOSAR
- NASBLA IBO-MPF
- NASBLA IBO-Non LE



CT ENVIRONMENTAL
CONSERVATION POLICE
B.O.A.T.
PROGRAM

2026 Boat Training

Delivered by CT EnCon Police Instructors

Connecticut CPWO (Boaters Safety Course)

This one-day CT CPWO (Certificate of Personal Watercraft Operation) course, for Law Enforcement and Fire only, will be held on May 19th at Old Lyme Marine HQ from 0800- 1600 hours.

NASBLA BOSAR (Search and Rescue) Course




This 5-day course is for Law Enforcement and Fire Personnel assigned to marine units. The attendee is recommended to have prior experience in vessel operations and/or have attended NASBLA IBO-MPF. Boating Safety Certificate is required as prerequisite. There are two classes planned on June 15th -19th and August 3rd to 7th. Class will be held at Old Lyme Marine HQ.

NASBLA Inland Boat Operator - Marine Patrol Fundamentals (IBO-MPF)

This 5-day course has openings for Law Enforcement and Fire Personnel. This course is an entry level course and no prior vessel experience is necessary. A Boating Safety Certificate is required as a prerequisite. There is one class planned for September 28th to October 2nd. Class will be held at Old Lyme Marine HQ.

NASBLA Inland Boat Operator (Non-Law Enforcement)

This 3-day course can be made available based on interest. This class can be delivered to government civilian employees who operate vessels as function of their job. (Examples - Park Staff, Biologists, Wildlife, Hazmat) This course is an entry level course, no prior vessel experience is necessary. A Boating Safety Certificate is required as a prerequisite.



To register – Send an email to joshua.tefft@ct.gov



**ON THE ROAD OR THE WATER,
YOU'RE HEADED NOWHERE FAST**



OPERATION DRY WATER
WATER BUIBUUUVU
WATER BUIBUUUVU
WATER BUIBUUUVU

**WHILE
IMPAIRED.**



JULY 3 - 5, 2026
OPERATIONDRYWATER.ORG

OPERATION DRY WATER

What is Operation Dry Water?

Scan to register!



Questions?
Comments?

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Jacob Budris

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860-424-3333

SCAN TO LEAVE FEEDBACK!

2026 Law Enforcement Seminar
Feedback

