



EDU-1

**On-Water Power Standard
On-Water Education Project Technical
Committee**

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ABYC reviews each standard at least every five years at which time it may be reaffirmed, revised, or withdrawn. ABYC welcomes any written comments on the standards and Technical information reports.

EDU-1

ON-WATER POWER STANDARDS



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This list represents the membership at the time the Committee was balloted.

NOTE: Membership on a committee shall not in and of itself constitute an endorsement of ABYC or any document developed by the committee on which the member serves.

This standard was developed under procedures accredited as meeting the criteria for American National Standards. The Project Technical Committee that approved the Standard was balanced to ensure that individuals from competent and concerned interests have had an opportunity to participate.

This standard, which is the result of extended and careful consideration of available knowledge and experience on the subject, is intended to provide minimum performance requirements.

ABYC's Project Technical Committee meetings are open to the public. All contact regarding standards activity, interpretations, or meeting attendance should be directed to the ABYC Technical Department at comments@abycinc.org.

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REQUEST FOR INTERPRETATIONS

Upon written request, the On-Water Education PTC will render an interpretation of any requirement of the Standard. The request for interpretation should be clear and unambiguous. Requests should be presented to the PTC in a manner in which they may be answered in a yes or no fashion.

The committee reserves the right to reconsider any interpretation when or if additional information which might affect it becomes available to the PTC. Persons aggrieved by an interpretation may appeal to the Committee for reinterpretation.

EDU-1 On-Water Power Standards

National System of Standards for Recreational Boat Operation

Title: On-Water Recreational Boating Skills Standard – Power

Purpose: To establish the national consensus-based standard for use by course providers for course design and student assessment to raise the overall level of quality, availability and consistency of entry level on-water, skill-based instruction in recreational powerboat operation.

Scope: This is the core voluntary standard designed to apply to entry-level powerboat on-water skill-based courses in the U.S. states and territories and District of Columbia and function within a national system of standards for recreational boat operation.

POWER

Domains of application

Boat Characteristics: Less than 26 feet

Wind/Water Conditions: Less than 10 knots of wind; waves 1 foot or less

Operation Conditions: Daytime with no restricted visibility or threatening weather

NOTE: For those recreational boat operations where the boat is in motion, operator skill-based standard elements in this On-Water POWER Standard are accomplished according to aids to navigation, navigational rules, and regulations applicable to the location in which the skill is being executed.

Operation #1: Prepare to depart

The operator will be able to:

- 1.1 **A: Put on a life jacket...** B: ensuring it is serviceable, fits properly, and is appropriate for the boat/activity.
Note: This Standard element is repeated as Standard element 7.4
- 1.2 **A: Confirm that all others on the boat put on their life jacket...** B: ensuring the life jackets are serviceable, fit properly, and are appropriate for the boat/activity.
Note: This Standard element is repeated as Standard element 7.5
- 1.3 **A: Inspect boat systems and safety equipment...** B: by completing a pre-departure checklist noting legally required (state, federal) equipment, and manufacturer recommendations appropriate for the intended voyage and forecasted weather; identify mooring/towing/anchoring point.
- 1.4 **A: Obtain (recite), weather conditions, forecasts and evaluate hazards to navigation and other environmental factors...** B: by assessing whether conditions are favorable for the voyage for length/time of trip.
- 1.5 **A: Board the boat...** B: by using three points of contact and distributing persons/gear while maintaining stability.
- 1.6 **A: Prepare the boat for departure...** B: by readying lines, equipment and crew for intended departure maneuver.
- 1.7 **A: Start the engine...** B: safely and ensure it is running properly.
Note: This Standard element is repeated as Standard element 7.7

Operation #2: Leave a dock/slip/mooring/ramp/shoreline

The operator will be able to:

- 2.1 **A: Get underway...** B: by using shift, throttle and steering, giving consideration to wind and current, while properly managing lines and maintaining a proper lookout throughout all activities.
- 2.2 **A: Check for a clear departure...** B: by confirming there are no conflicts with boat's intended actions in relation to other boats or activities in the vicinity.
- 2.3 **A: Depart a mooring...** B: by avoiding contact with the mooring line and buoy.
- 2.4 **A: Leave from the shoreline...** B: without damaging the propulsion unit and avoiding people in the water.

Operation #3: Maneuver in close quarters

The operator will be able to:

- 3.1 **A: Turn the boat...** B: by safely executing a pivot turn of at least 180-degrees within a space of 1 to 2 boat lengths.
- 3.2 **A: Hold position of the boat...** B: near an object in the water for at least a minute within two boat lengths.
- 3.3 **A: Maintain directional control at minimum control speed...** B: keeping boat on a predetermined course for a distance of at least five boat lengths.
- 3.4 **A: Maintain proper lookout...** B: by demonstrating frequent 360-degree visual checks and identifying potential hazards.

Note: This Standard element is repeated as Standard element 7.3

- 3.5 **A: Bring the boat from idle speed*** to a complete stop... B: within one boat length.
*Note: Standard element 3.5 is intended to be carried out when the boat is operating with the drive continuously in forward gear and with the boat having forward motion prior to demonstrating the skill. Under some conditions associated with demonstrating level of proficiency on the standard element, it may be necessary for a Boat Operator to add a slight amount of throttle to achieve sufficient headway and steering control before initiating the stop.
- 3.6 **A: Back the boat...** B: in a predetermined direction for five boat lengths.

Operation #4: Operate in open water

The operator will be able to:

- 4.1 **A: Trim the boat...** B: while underway by adjusting position of persons/gear and engine/drive trim or trim tabs.
- 4.2 **A: Turn the boat at high speed...** B: by assuming a new heading 45 degrees to port and starboard using appropriate throttle control.
- 4.3 **A: Steer a straight course...** B: at high speed in a predetermined direction for 50 boat lengths.
- 4.4 **A: Throttle up to and down from slow speed to high speed to slow speed...** B: smoothly and with consideration of passengers/crew and gear.
- 4.5 **A: Stop the boat...** B: from planing or normal operating speed to within five boat lengths ensuring the wake does not over take the stern and with consideration of passengers/crew and gear.
- 4.6 **A: Make course alterations...** B: by smoothly changing direction 45 degrees.
- 4.7 **A: Cross waves or wakes...** B: by using appropriate angle of approach and controlling boat speed for the given wake/wave size and frequency.
- 4.8 **A: Maintain proper lookout...** B: by demonstrating frequent 360-degree visual checks and identifying potential hazards.
- 4.9 **A: Avoid collisions...** B: by maintaining a proper lookout, assessing potential hazardous situations and taking early and decisive action.

Operation #5: Arrive at a dock/slip/mooring/ramp/shoreline (make first contact)

The operator will be able to:

- 5.1 **A: Prepare the boat for arrival...** B: by readying lines, equipment and passengers/crew for intended arrival maneuver.
- 5.2 **A: Check for clear approach...** B: by confirming there are no conflicts between boat's intended actions and other boats and activities in the vicinity.
- 5.3 **A: Bring the boat to a predetermined point...** B: by using a stopping procedure; giving consideration to wind, current and boat traffic; and coming to a full, safe stop within 12 inches of the dock/slip/mooring/ramp/shoreline (point of contact).
- 5.4 **A: Arrive at the shoreline...** B: without damaging the propulsion unit and avoiding people in the water.

Operation #6: Secure the boat (preparing to leave boat unattended)

The operator will be able to:

- 6.1 **A: Secure the boat to the dock/slip/mooring/shoreline...** B: by using appropriate knots and lines, anticipating winds, currents and tides expected.
- 6.2 **A: Prepare to depart...** B: having checked and/or secured systems and equipment.
- 6.3 **A: Depart the boat...** B: by disembarking using three points of contact.

Operation #7: Perform general safety/emergency procedures/maneuvers

The operator will be able to:

- 7.1 **A: Return to man overboard...** B: within 10 feet and less than 1 minute.
- 7.2 **A: Retrieve man onboard...** B: without further injury to the person.
- 7.3 **A: Maintain proper lookout...** B: by demonstrating frequent 360-degree visual checks and identifying potential hazards.

Note: This Standard element is repeated as Standard element 3.4

- 7.4 **A: Put on a life jacket...** B: ensuring it is serviceable, fits properly, and is appropriate for the boat/activity.

Note: This Standard element is repeated as Standard element 1.1

- 7.5 **A: Confirm that all others on the boat put on their life jacket...** B: ensuring the life jackets are serviceable, fit properly, and are appropriate for the boat/activity.

Note: This Standard element is repeated as Standard element 1.2

- 7.6 **A: Stop the boat in "emergency" mode...** B: from planing or normal operating speed in less than 2 boat lengths, turning to ensure stern wave passes behind the boat with consideration of passengers and gear.

- 7.7 **A: Start the engine...** B: safely and ensure it is running properly.

Note: This Standard element is repeated as Standard element 1.5

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Origin and Development of EDU-1, On-Water Power Standard

This is the first publication of EDU-1. It is the work of the On-Water Education Project Technical Committee.

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