Boats are used by Walla Walla University (“the university”) for educational and scientific purposes. Their use is especially important at the Rosario Beach Marine Laboratory (“RBML”), enabling access to the waters and coastlines of the surrounding area. The purpose of this policy is to help ensure that boating is conducted in a manner that will maximize safety and to set forth standards for training and certification as a university boat operator.

**Boats Covered By This Boating Policy**

This policy should be followed whenever university personnel are using a boat under university auspices, regardless of ownership of the boat. Specific examples of boat operations under university auspices include: persons engaged in university-approved research, students earning university academic credit, university employees acting within the scope of their employment, persons receiving or providing boat operation instruction or involved in university boat checkouts, boat operations conducted during university educational programs.

For this policy a “boat” is defined as a vessel propelled on water by oars, paddles, or engine, the purpose of which is to transport university-sponsored personnel. Examples of university-owned boats include rowboats, canoes, kayaks, Zodiac inflatables, and Boston Whalers.

Boats covered by this policy include:

- Boats owned by the university
- Privately owned boats operated from university property, or used by or for the university for academic purposes
- Any other boats and/or personal flotation devices (including, but not limited to, stand-up paddle boards and surf boards) operated from university property, or used by or for the university

Boats exempt from this policy include:

- Vessels owned and operated by a government agency (such as a state/federal ferry system or state/federal law enforcement agency) and following that agency’s policies.
- Vessels owned and operated by another university or marine laboratory (such as University of Washington Friday Harbor Labs, Western Washington University Shannon Point Marine Center) and following that institution’s policies.
- Vessels operated by permanent RBML residents with appropriate waivers and insurance, submitted to Risk and Safety Management.

**Insurance/Liability Requirements for Privately Owned Boats**

The boat owner will:

- Provide current proof of property damage and minimum $100,000 liability insurance coverage. The university shall not be responsible for any damage to the vessel or equipment.
- Represent that the boat is in good working order, meets all water safety regulations, and has a current license/registration.
- Follow the regulations and standards within this policy.
Boat Classes

A boat’s length class determines the equipment necessary to comply with federal and state laws. The state of Washington categorizes boats as:

- Class A – less than 16 feet
- Class 1 – 16 feet to less than 26 feet
- Class 2 – 26 feet to less than 40 feet
- Class 3 – 40 feet to less than 65 feet

For the boats currently used at RBML (2019), kayaks, canoes, rowboats, stand-up paddle boards, surf boards, and inflatables are Class A; Boston Whalers are Class 1.

A boat’s class and engine status determine the training necessary to become a university boat operator. Three different boat operator classifications are possible (in order of least training required to most training required):

- Recreational Boater – Class A boats with no engine (ex: kayaks, canoes, rowboats without engines, stand-up paddle boards, surf boards)
- Class A Boat Operator – Class A boats with engines (ex: inflatables and rowboats with engines)
- Class 1 Boat Operator – Class 1 boats (ex: Boston Whalers)

Boating Activities Allowed

Activities for which boats with engines (Class A and Class 1) can be used include:

- University-sponsored or approved educational course activities.
- University-sponsored or approved research activities.
- Occasional recreational use that may serve and benefit the entire RBML community, such as RBML’s Sabbath afternoon and July 4 activities.
- Tours of the local area for guests of the RBML community, such as seminar speakers and visiting scientists.
- Faculty are permitted to use the boats on an occasional basis for short personal trips. The purpose of these trips should be to increase one's skills in handling the boat and to increase familiarity with the surrounding area for teaching and/or research purposes. It is expected that users will not abuse this privilege and use the boats for numerous or extended pleasure trips.

Activities for which boats with engines are **not** to be used include:

- Personal use, such as family sightseeing, water sports, fishing other than that specifically allowed in previous sections.
- Recreational use that does not serve or benefit the RBML community.

Activities for which boats without engines can be used include:

- Allowable activities listed above for boats with engines.
- Personal/Recreational Use.

Activities for which boats without engines are **not** to be used include:

- All recreational uses of watercraft (including, but not limited to, paddle boards, surfboards and inflatable water toys) outside of the academic term at Rosario Beach Marine Laboratory is specifically prohibited.
**Boating Safety Officer (BSO)**

**Duties and Responsibilities**

- The BSO will have broad experience in boating, especially operating RBML’s boats in a variety of water and weather conditions in areas where these boats will be operated.
- The BSO is the operational authority for boating activities and is responsible for the conduct of training and authorization of operators, and ensuring compliance with this boating policy.
- The BSO may permit portions of this policy to be carried out by qualified delegates.
- The BSO shall have the ability to suspend boating operations and operators considered to be unsafe or unwise.

**Boat Operators**

Only authorized boat operators may operate boats from university property, or operate boats used by or for the university, whether or not the boat is owned by the university. Authorized boat operators may include:

- University faculty and staff
- Visiting faculty (such as from affiliate institutions)
- Visiting researchers
- Students 18 years of age and older enrolled during the period of boat operation
- Operators of vessels from government agencies or other universities/labs following their appropriate policies.

Exceptions may be granted by the BSO for boats run by non-university owner/operators if the owner/operator can show evidence of appropriate training and experience.

Authorized boat operators must be able to:

- Legally operate a motor vehicle
- Wear a Personal Flotation Device (PFD)
- Perform manual tasks while sitting and standing in a boat
- Perform manual tasks while in the water

The designated boat operator is responsible for all aspects of boating operations, regardless of any senior personnel present in the boat. These responsibilities include, but are not limited to:

- Ensuring the safety of the boat and all persons on board.
- Ensuring that all persons on board, including the operator, have completed the appropriate boating waiver forms.
- Operating the boat in compliance with federal, state, and local regulations and this policy.
- Safely transporting the boat to and from the launch site, if applicable.
- Safely operating all equipment.
- Ensuring that all required operational and safety equipment is on board and that crew members know the location and how to operate safety equipment.
- Recognizing and avoiding hazards.
- Maintaining boat stability.
• Reporting all accidents, incidents, inspections by law enforcement personnel, citations, safety concerns, and issues to the BSO.
• Canceling boat operations if in their opinion weather conditions have become unsafe, or if proper equipment is not onboard or functioning.
• Adhering to the university’s codes of conduct in regards to behavior, drugs, and alcohol. No nonpermissible drugs or alcohol (or persons under the influence) are allowed at any time in the boat.
• Consulting yearly with the BSO for any updates to this policy or boating operations.
• Providing emergency assistance that can be provided safely to any individual in danger at sea.

In US waters, boat operators shall comply with U.S. Coast Guard, state, and local regulations covering boats. In foreign waters, the person-in-charge should ensure the boat meets at minimum the requirements of this policy, in addition to any applicable local requirements.

Failure to comply with provisions of this boating policy may be cause for the revocation or restriction of the operator's authorization. However, any operator may deviate from the requirements of this boating policy to the extent necessary to prevent or minimize a situation that is likely to cause death, serious physical harm, damage to the boat, or major environmental damage. A written report of such actions must be submitted within 24 hours to the BSO explaining the circumstances.

Training Requirements

The training necessary to become a university boat operator is dependent upon a boat’s class and engine status. The BSO may waive certain requirements if the prospective boat operator can show proof of equivalent training and experience, such as a Motorboat Operator Training Course (MOTC) through the Scientific Boating Safety Association (www.scientificboating.org) or a Motorboat Operator Certification Course (MOCC) through the US Department of Interior (https://training.fws.gov/mocc/).

Class A Boats Without Engines (kayaks, canoes, rowboats) – Recreational Boater

Prospective Recreational Boaters will:
• Attend an orientation session given by the BSO or designee on using boats.
• Review the purposes for which boats may be used.
• Learn which boats are appropriate to use and their person-capacity.
• Learn where to find and how to use required equipment.
• Become familiar with the areas in which they may operate.
• Become familiar with operation and use of the boat ramp.
• Learn the appropriate boat check-out and end-of-use procedures.

Upon the successful completion of these requirements and approval by the BSO, the individual will be a university Recreational Boater.

All Boats With Engines

All prospective Class A and Class 1 Boat Operators will:
• Have a demonstrated need for university boat operator training.
• Complete an approved boater safety course and carry with them a Washington Boater Education Card (http://parks.state.wa.us/442/Mandatory-Boater-Education). See the RBML secretary or BSO for details on how to complete the course and obtain the card.
• Review the purposes for which boats with engines may be used.
• Learn where to find and how to use required equipment.
• Become familiar with the areas in which they may operate.
• Become familiar with operation and use of the boat ramp - prospective boat operators should practice entering and exiting the boat ramp with their boat several times under the direct supervision of the BSO or designee.
• Obtain training by the BSO or designee for operating the different types of boats in the appropriate class.

Class A Boats With Engines (inflatables and rowboats with engines)

Prospective Class A Boat Operators will:

• Learn which boats are in this category, their person-capacity, and their engine-capacity.
• Learn how to operate the appropriate engine(s), including gasoline tank selection and filling, cold and warm engine start, engine stop, engine attachment and removal from the appropriate boat, end-of-use procedures, and typical problems/solutions.
• Learn the proper Class A boat check-out and end-of-use procedures.
• Operate a Class A boat under the direct in-boat supervision of the BSO or designee for two separate trips, each to include all preparation steps, a minimum of 20 minutes running time, and all end-of-use steps.
• Practice “Man Overboard” scenarios.

Upon the successful completion of these requirements and approval by the BSO, the individual will be a university Class A Boat Operator.

If the boat operator will be tending scuba divers, the following additional steps are required:

• Learn how to properly use a cargo net to remove an unconscious scuba diver from the water (“parbuckling”).
• Receive basic training in the use of oxygen for a scuba emergency.
• Operate a Class A boat and tend scuba divers under the direct in-boat supervision of the BSO, DSO, or designee for two separate scuba diving trips.

Upon successful completion of these requirements and approval by the BSO, the Class A Boat Operator will also be designated as a Class A Scuba Diver Tender.

Class 1 Boats (Boston Whalers)

Prospective Class 1 Boat Operators will:

• Already be a Class A Boat Operator
• Learn which boats are in the Class 1 category, their person-capacity, and their engine-capacity.
• Learn how to operate the appropriate engine(s), including gasoline tank selection and filling, oil selection and filling, kill switch, cold and warm engine start, engine stop, end-of-use procedures, and typical problems/solutions.
• Learn the proper Class 1 boat check-out and end-of-use procedures.
• Practice and become proficient in the following skills
  o Tying of appropriate knots and knowing when to use them (bowline, half hitch, clove hitch, cleat hitch, sheet bend)
  o Docking
  o Mooring
  o Boat handling characteristics
- Man Overboard recovery
- Deploying throw bag and Type IV PFD (life ring)
- Avoiding objects
- Preparing visual distress signals for use
- Preparing fire extinguisher for use
- Using navigational charts and aids

Prospective Class 1 Boat Operators will progress through three training steps:

- **Step 1** - Be a crew member on a Class 1 boat for a minimum of four separate trips with the BSO or designee. The main purpose of this crewing is to observe and assist in the proper operation of the boat.

- **Step 2** - Operate a Class 1 boat under the direct in-boat supervision of the BSO or designee for a minimum of four separate trips, each to include all preparation steps, a minimum of 20 minutes running time, and all end-of-use steps.

- **Step 3** - Operate a Class 1 boat under the supervision of the BSO or designee who will be in an accompanying boat for a minimum of two separate trips, each to include all preparation steps, a minimum of 20 minutes running time, and all end-of-use steps.

Upon the successful completion of these requirements and approval by the BSO, the individual will be a university Class 1 Boat Operator.

If the boat operator will be tending scuba divers, the following additional steps are required:

- Learn how to properly use a cargo net to remove an unconscious scuba diver from the water (“parbuckling”).
- Receive basic training in the use of oxygen for a scuba emergency.
- Operate a Class 1 boat and tend scuba divers under the direct in-boat supervision of the BSO, DSO, or designee for two separate scuba diving trips.

Upon successful completion of these requirements and approval by the BSO, the Class 1 Boat Operator will also be designated as a Class 1 Scuba Diver Tender.

**Typical Areas of Operation**

Factors determining these areas include small boat traffic, large ship traffic, distance, gasoline capacity, water currents, and wave action. **Requests to operate a boat outside of the areas listed below should be made in consultation with the BSO. If necessary, the BSO may require location specific Emergency Information Placard be developed and approved before boats are operated outside of the typical areas of operation.**

**Boats Without Engines – Recreational Operations Area (Appendix A)**

Rosario Bay, bounded by Rosario Head, Urchin Rocks, Northwest Island, Sares Head.

**Class A Boats With Engines – Class A Operations Area (Appendix B)**

- North to Allan Island, Burrows Island, Burrows Bay.
- South to Bowman Bay, Deception Island, West Beach of Deception Pass State Park.
- West to Lawson Reef.
- East through Deception Pass, to Hope Island.
- Padilla Bay.
Class 1 Boats – Class 1 Operations Area (Appendix C)

- North to Sucia Island.
- South to Protection Island, Sequim Bay, Port Townsend, Admiralty Bay.
- West to Haro Strait (US waters).
- East through Deception Pass, south to Greenbank and Camano Island State Park.

Float Plan

A Float Plan is required. Float Plans (Appendices D and E) will include information such as areas in which the boat will be operated, persons on board, estimated times of departure and return, communications plan (shore contact, means of contact, contact schedule).

Communications

Boats Without Engines

No special communications are needed since these boats are to remain within Rosario Bay. However, carrying of a cell phone is recommended.

Boats With Engines

VHF radio (in marine waters or freshwater if water currents are possible), cell phone, Emergency Information Placard (Appendix F)

Weather and Water Conditions

Use of any boat is always contingent upon weather and water conditions, not only at the point of departure but also at the destination(s) and points between. Prior to all boating activities the boat operator must review the National Weather Service’s (http://www.weather.gov) marine forecast for the period and locations of the proposed trip. When the National Weather Service issues a Gale Warning for the waters of the proposed trip, operations shall be suspended. When the National Weather Service issues a Small Craft Advisory for the waters of the proposed trip, the boat operator will consult the BSO to determine if boating activities should continue on a case-by-case basis.

Unsafe water conditions may exist even if a Gale Warning or Small Craft Advisory has not been issued. Boat operators must be safety-conscious and conservative when evaluating water conditions. The BSO and other senior boat operators (such as faculty) have the authority to restrict boat operations by other operators if they deem conditions to be unsafe.

Fog often forms around RBML. The general guideline is that if Northwest Island is fully and clearly visible from Rosario Beach, boating near RBML is possible, as long as there is a minimum of 300 m clear visibility around the boat. This minimum distance will allow you to safely see and respond to obstacles, landmarks, and other vessels, as well as allowing other vessels to safely see and respond to you.

Water currents around RBML can reach 8 knots, leading to the production of whirlpools, upwellings, downwellings, and standing waves. Tides can cause water levels to change 4 m (12 ft), altering shoreline topography and obstacles. Boat operators should be aware of the current and tide conditions and their effects in the area of operations.

Weather and water conditions may change while a boat is operating. The boat operator will use his/her judgment for curtailing operations, altering course and destination, and possibly seeking a safe harbor if operations occur away from the immediate RBML area.
Required Equipment

All Boats

- Personal Flotation Devices (PFDs). **PFDs must be worn by all persons at all times.** The only exceptions are for scuba divers who are wearing a full wet suit or a zipped dry suit (but PFDs must be in the boat for these scuba divers).
- Sound Signal, such as a horn or whistle.

Class A Boats Without Engines

- Proper oars/paddles for the boat
- Bailing device

Class A Boats With Engines

- Boater Education Card
- Boat Registration
- Proper oars/paddles for the boat
- Bailing device or hand bilge pump
- Kill switch/lanyard
- Throwable PFD (cushion, life ring)

Class 1 Boats

- Boater Education Card
- Boat Registration
- Fire Extinguisher
- Visual Distress Signals (minimum of 3 flares)
- Horn or Whistle
- Paddle/Pole
- Kill Switch/Lanyard
- Hand Bilge Pump (in addition to any electric bilge pumps that may be present)
- Throwable PFD (life ring)

Night Operations

To become authorized to operate boats between sunset and sunrise, a Boat Operator must:

- Be authorized to operate the appropriate class of boat during the daytime, have taken a minimum of five daytime trips as an authorized daytime operator, and received approval of the BSO.
- Conduct at least one daytime trip to the location of night operations.
- Operate a boat of the appropriate class under the direct in-boat supervision of the BSO or designee for two separate night trips.

Upon successful completion of these requirements, the boat operator will be designated as a Night Operator.

Other Night Operation Considerations:

- All boats must display running lights and carry night Visual Distress Signals (minimum of 3 flares).
- Boat must have a spotter in addition to the boat operator (no solo night operations).
• Operator must carry a personal flashlight/headlamp.
• Operator should reduce speed due to increased difficulty of spotting hazards.
• Operator should consult with BSO before operations outside of the Class A Operations Area (regardless of the boat being used).

**Accident and Incident Reporting**

All incidents must be reported to the Boating Safety Officer within 24 hours of the incident. All accidents involving boats must be reported to the Boating Safety Officer and Risk & Safety Management within 24 hours of the accident.

**Accidents and Incidents Defined:**

- **Incidents** are defined as events that result in minor personal injuries (cuts and scrapes that require basic first aid) or significant “cosmetic” damage to boats (large dents and gouges that do not affect the immediate operations of the boat but may require repair). Incidents also include “close calls” in which a situation occurred that could have led to an accident.

- **Accidents** are defined as events in which injury requiring medical attention beyond basic first aid, or property damage estimated in a value of over $500.

Any accident causing loss of the boat, damage over $2,000, requiring medical treatment beyond first aid, or loss of life shall be reported to the U.S. Coast Guard and state authorities as prescribed by the Code of Federal Regulations, 33CFR, 173, sub part C ([http://law.justia.com/cfr/title33/33-2.0.1.8.38.html#33:2.0.1.8.38.3](http://law.justia.com/cfr/title33/33-2.0.1.8.38.html#33:2.0.1.8.38.3))

The university shall investigate and document the accident, and related personal injury and/or property damage, and prepare a report. This report shall be held for five years.

**APPENDICES**

**Appendix A:** Recreational Operations Area (Boats Without Engines)

**Appendix B:** Class A Operations Area (Class A Boats With Engines)

**Appendix C:** Class 1 Operations Area (Class 1 Boats)

**Appendix D:** Float Plan – Boats Without Engines

**Appendix E:** Float Plan – Boats With Engines

**Appendix F:** Emergency Information Placard
Appendix A: Recreational Operations Area (Boats Without Engines)

RECREATIONAL OPERATIONS AREA
(Boats Without Engines)

Rosario Bay, bounded by Rosario Head, Urchin Rocks, Northwest Island, Sares Head.
Appendix B: Class A Operations Area (Class A Boats With Engines)

CLASS A OPERATIONS AREA
(Class A Boats With Engines)

- North to Fidalgo Head, Allan Island, Burrows Island, Burrows Bay.
- South to Bowman Bay, Deception Island, Lighthouse point.
- West to Lawson Reef, western points of Burrows Island and Alan Island.
- Padilla Bay.
Appendix C: Class 1 Operations Area (Class 1 Boats)

CLASS 1 OPERATIONS AREA
(Class 1 Boats)

- North to Sucia Island.
- South to Protection Island, Sequim Bay, Port Townsend, Admiralty Bay.
- West to Haro Strait (US waters).
- East through Deception Pass, south to Greenbank and Camano Island State Park.
# Appendix D: Float Plan – Boats Without Engines

## FLOAT PLAN – BOATS WITHOUT ENGINES

<table>
<thead>
<tr>
<th>Boat Operator ____________________________</th>
<th>Cell Phone Number ____________________________</th>
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<tbody>
<tr>
<td>Boat __________________________</td>
<td>Date of Trip ________ Departure Time ____________</td>
</tr>
<tr>
<td>Estimated Return Time __________</td>
<td>Actual Return Time ___________</td>
</tr>
<tr>
<td>Destination(s) ________________________________________________</td>
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</tbody>
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**Purpose of trip:** (circle all applicable)
- Recreation
- Research
- Collecting
- Diving
- Other: _______________

**Additional Persons On Board**

**EACH PERSON NEEDS TO HAVE COMPLETED A CURRENT WAIVER FORM**

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## CHECKLISTS

### Prior to Departure
- ☐ Check Weather/Sea State ([http://www.weather.gov](http://www.weather.gov))
- ☐ Waiver Forms on file for all boaters
- ☐ Wearable PFDs (1/person)
- ☐ Throwable PFD (cushion or life ring)
- ☐ Audible Device (horn or whistle)
- ☐ Oars/Paddles
- ☐ Plug (for rowboats)
- ☐ Bailing/Bilge Device

### End of Trip
- ☐ Boat cleaned to pre-trip condition
- ☐ Boat de-watered
- ☐ Equipment returned to proper location
- ☐ Boat returned to proper location
- ☐ Actual Return Time recorded
- ☐ Any problems/damage reported
## Appendix E: Float Plan – Boats With Engines (Class A and Class 1)

### FLOAT PLAN – BOATS WITH ENGINES

**(Class A and Class 1)**

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<th>Boat Operator</th>
<th>Cell Phone Number</th>
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<tr>
<td><strong>Boat</strong></td>
<td><strong>Date of Trip</strong></td>
</tr>
<tr>
<td><strong>Estimated Return Time</strong></td>
<td><strong>Actual Return Time</strong></td>
</tr>
</tbody>
</table>

**Destination(s)**

### Purpose of trip: (circle all applicable)

- Research
- Collecting
- Diving
- Instruction
- Training
- Other: _______________

### Additional Persons On Board

**EACH PERSON NEEDS TO HAVE COMPLETED A CURRENT WAIVER FORM**

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**Designated Shore Contact**: (a responsible individual who is aware of this specific trip and estimated return time, and who will follow up if you have not returned or contacted them within 1 hour of the estimated return time)

<table>
<thead>
<tr>
<th>Shore Contact Name</th>
<th>Cell Phone Number</th>
</tr>
</thead>
</table>

**COMPLETE THE CHECKLISTS ON THE OTHER SIDE**
FLOAT PLAN CHECKLISTS

Prior to Departure
☐ Check Weather/Sea State (http://www.weather.gov)
☐ Check Currents/Tides
☐ Boater Education Card
☐ Boat Registration
☐ Wearable PFDs (1/person)
☐ Throwable PFD (cushion or life ring)
☐ Visual Distress Signals (flares)
☐ Audible Device (horn or whistle)
☐ Cell Phone
☐ Marine Radio
☐ Emergency Information Placard
☐ Bailing/Bilge Device
☐ Oars/Paddles

End of Trip
☐ Boat cleaned to pre-trip condition
☐ Boat de-watered
☐ Equipment returned to proper location
☐ Boat returned to proper location _______________________ (location)
☐ Designated Shore Contact notified
☐ Actual Return Time recorded
Appendix F: Emergency Information Placard

EMERGENCY INFORMATION PLACARD
Class A and Class 1 Boats With Engines

Imminent Danger of Loss of Life or Vessel (Fire, Sinking, Major Personnel Injury)

These situations require the operator to immediately initiate measures to correct the situation. The USCG and local vessels shall be notified via VHF Channel 16 to facilitate rescue and/or assistance.

Transmitting a MAYDAY on VHF Channel 16:

MAKE SURE VHF RADIO IS ON CHANNEL 16. PRESS THE TRANSMIT BUTTON.

“MAYDAY ... MAYDAY ... MAYDAY”

“THIS IS (boat name) ... (boat name) ... (boat name)”

“MY POSITION IS (vessel position as a distance and bearing from a well-known navigation landmark, or in latitude/longitude)”

“WE (nature of emergency)”

“(boat name) IS A (boat length in feet) (type: Boston Whaler, Zodiac Inflatable, Open Rowboat, etc.)”

“ABOARD ARE (number of adults and children on board)”

“MAYDAY ... MAYDAY ... MAYDAY ... THIS IS (boat name). OVER”

RELEASE TRANSMIT BUTTON. WAIT 10 SECONDS. IF NO RESPONSE, REPEAT MAYDAY CALL.

Disabled or Damaged Vessel

For non-emergency damage or disabling situations it is the responsibility of the operator to suspend the mission, assess all conditions, and take appropriate action. The operator should communicate the situation to the Designated Shore Contact, BSO, and other appropriate individuals (see other side for contact information). A communication schedule should be established to monitor the situation until safe moorage is obtained.
Emergency Telephone Numbers

Local Emergency Services  911
Kirt Onthank, Boat Safety Officer  (509) 540-1995
Kirt Onthank, RBML Director  (509) 540-1995
Dave Habenicht, RBML Facilities Manager  (360) 661-5105 (cell)
Jim Nestler, Dive Safety Officer  (509) 540-9984 (cell)
WWU Campus Security (College Place)  (509) 527-2222
Island Hospital, Anacortes (Emergency Room)  (360) 299-1311
Whidbey General Hospital, Coupeville  (360) 678-5151
US Coast Guard Rescue Coordination Center, Seattle  (206) 220-7001
Canada Joint Rescue Coordination Center, Victoria  (800) 567-5111, (250) 413-8933
Divers Alert Network (DAN)  (919) 684-9111

The US Coast Guard does not advocate cellular phones as a substitute for VHF marine radios.