

the
BOATER'S GUIDE
OF
NEW HAMPSHIRE
A HANDBOOK OF
BOATING LAWS AND
RESPONSIBILITIES

SPONSORED BY



EIGHTH EDITION



The Department of Safety's Marine Patrol is responsible for the safety education of New Hampshire boaters. The Boat New Hampshire safe boating program is nationally recognized and approved by the National Association of State Boating Law Administrators. Many insurance companies offer a discount for successful completion.

Boating safety certification is now required by law for many New Hampshire boaters. You have **two** ways to obtain certification with



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Published by Boat Ed®, a division of Kalkomey Enterprises, LLC, 14086 Proton Road, Dallas, TX 75244, 214-351-0461. Printed in the U.S.A.

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Table of Contents

Boating Basics

Before Going Out

Vessel Length Classes	4
Vessel Capacity	4
Fueling a Vessel	4
Fuel Selector Switch on a PWC or Ski Craft	6
Preventing Theft	6
Filing a Float Plan	7

On the Water

Encountering Other Vessels	8
Navigation Rules	9
Nighttime Navigation	10

It's the Law!

Before Going Out

Registering Your Vessel	22
Where to Register	23
Other Facts about Registration	24
Hull Identification Number	25
Who May Operate a Vessel	26
Marine Events	27
Enforcement	27

Required Equipment

Personal Flotation Devices	28
Navigation Lights	30
Fire Extinguishers	32
Ventilation Systems	34
Backfire Flame Arrestors	34
Mufflers and Noise Level Limits	35
Sound-Producing Devices	36
Sound Signals	37
Visual Distress Signals	38

U.S. Aids to Navigation System	12
Weather Emergencies	16
Other Boating Emergencies	18

Specifically for PWCs and “Ski Craft”

Steering and Stopping a PWC or “Ski Craft”	20
Engine Cut Off Switches	21
PWC and “Ski Craft” Courtesy and Environmental Considerations	21

On the Water

Unlawful Operation	40
Alcohol and Drugs	42
Obstructing Navigation	44
Homeland Security Restrictions	44
Accidents and Casualties	45
Diver-Down Flags	46
Discharge of Oil and Other Hazardous Substances	46
Discharge of Sewage and Waste	47
Discharge of Trash	47

Specifically for Ski Craft

Requirements Specific to Ski Craft.....	48
Sharing Your Ski Craft or PWC	49

Specifically for Boaters Who Tow

Requirements for Towing Skiers.....	50
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Lake Winnepesaukee Forecast	51
Aquatic Nuisance Species	52
New Hampshire Public Access Sites	56
Vessel Pump-Outs and Dump Stations	61
Overnight Anchoring & Mooring Permits	62
Sunrise and Sunset Chart	64
Required Equipment Checklist	65
Dept. of Safety, Marine Patrol Bureau	back cover

Ski craft defined...

Some New Hampshire laws reference “ski craft.” “Ski craft” is defined by law as any motorized vessel that is less than 13 feet in length, is capable of exceeding 20 miles per hour, and has the capacity to carry no more than an operator and one other person.

Stay up-to-date on new boating laws...

Call the New Hampshire Department of Safety, Division of State Police, Marine Patrol Bureau, at: **1-877-642-9700** or **603-293-2037**.

Information in this handbook does not replace what is specifically legal for boating in New Hampshire, which is found in the New Hampshire Statutes and federal law.

Before Going Out

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

Vessel Length Classes

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

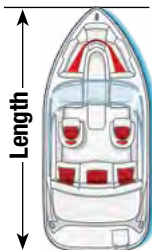
Vessel Capacity

- Always check the capacity plate, which is usually found near the operator's position or on the vessel's transom. This plate indicates the maximum weight capacity and maximum number of people that the vessel can carry safely.
- PWCs and some other vessels are not required to have a capacity plate. Always follow the recommended capacity in the owner's manual and on the manufacturer's warning decal.

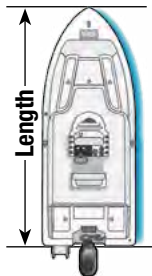
Fueling a Vessel

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

Inboards



Outboards



■ Before beginning to fuel:

- Dock the boat securely and ask all passengers to exit.
- Do not allow anyone to smoke or strike a match.
- Check all fuel lines, connections, and fuel vents.
- Turn off anything that might cause a spark—engines, fans, or electrical equipment.
- Shut off all fuel valves and extinguish all open flames, such as galley stoves and pilot lights.
- Close all windows, ports, doors, and other openings to prevent fumes from entering the boat.
- Remove portable fuel tanks and fill them on the dock.

■ While filling the fuel tank:

- Keep the nozzle of the fuel-pump hose in contact with the tank opening to prevent producing a static spark.
- Avoid spilling fuel into the boat's bilge or the water.
- Never fill a tank to the brim—leave room to expand.

The most important safe fueling practice...

If your vessel is equipped with a power ventilation system, turn it on for at least four minutes after fueling and before starting your engine to remove gas vapors in the bilge.

■ After fueling:

- Wipe up any spilled fuel.
- Open all windows, ports, doors, and other openings.

Additional Safety Procedures for PWCs and “Ski Craft”

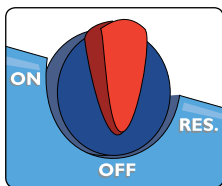
- Do not tip the PWC or “ski craft” in order to fill it all the way up. If the tank is overfilled, the fuel may expand and spill into the water.
- After fueling, open the door of the engine compartment and sniff to check for any evidence of gas fumes. Do this before starting the engine. If you do smell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



Fuel Selector Switch on a PWC or “Ski Craft”

This switch can help you avoid becoming stranded without fuel.

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



Preventing Theft

Defend against theft of your vessel and equipment.

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

Filing a Float Plan

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

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

Pre-Departure Checklist

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

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

On the Water

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

Encountering Other Vessels

There are some rules that every operator should follow when encountering other vessels. New Hampshire has specific laws that apply to vessels regarding right of way. It is the responsibility of both operators to take the action needed to avoid a collision. The next page shows what to do when encountering another vessel.

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

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

Encountering Vessels With Limited Maneuverability

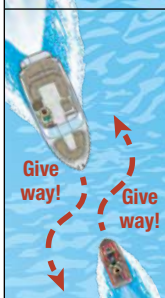
- When operating a power-driven vessel, you must give way to:
 - Any vessel not under command, such as an anchored or disabled vessel
 - Any vessel restricted in its ability to maneuver, such as a vessel towing another or laying cable, or one constrained by its draft, such as a large ship in a channel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

Navigation Rules

There are two terms that help explain these rules.

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

Power vs. Power

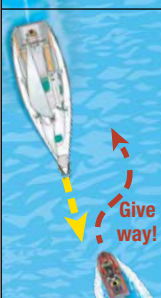


Meeting Head-On

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

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

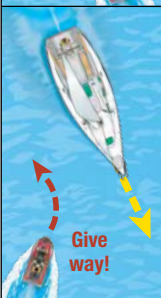
Power vs. Sail



Crossing Situations

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

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



Overtaking

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

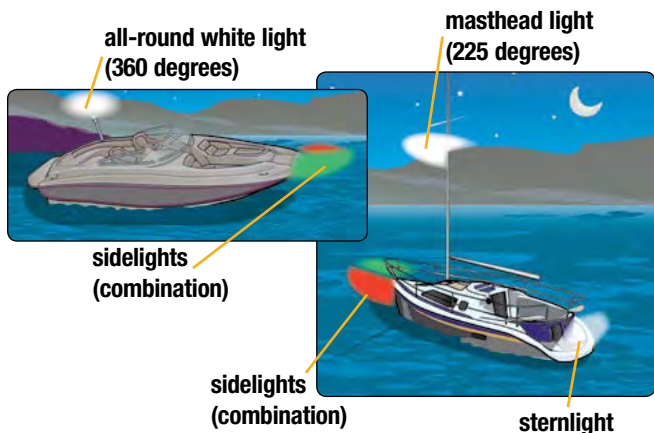
Power vs. Sail: The vessel that is overtaking another vessel is the give-way vessel. The vessel being overtaken is the stand-on vessel.



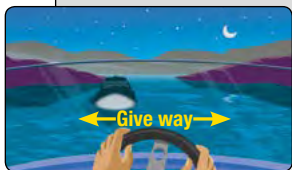
Nighttime Navigation

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

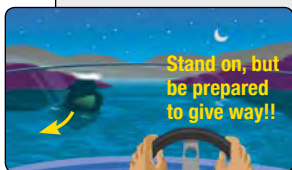
- **Sidelights:** These red and green lights are called sidelights (also called combination lights) because they are visible to another vessel approaching from the side or head-on. The red light indicates a vessel's port (left) side; the green indicates a vessel's starboard (right) side.
- **Sternlight:**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



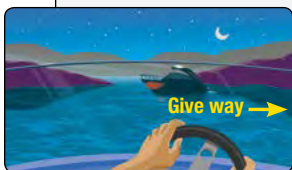
Encountering Vessels at Night



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



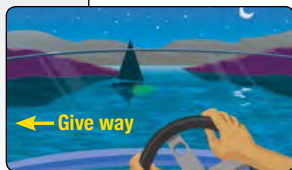
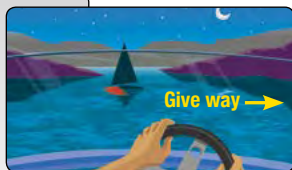
When you see a green and a white light, you are the stand-on vessel. However, remain alert in case the other vessel operator does not see you or does not know the navigation rules.



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

Encountering a Sailboat at Night

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



U.S. Aids to Navigation System (ATON)

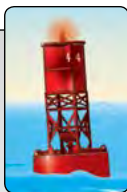
Buoys and markers are the “traffic signals” that guide vessel operators safely along some waterways. They also identify dangerous or controlled areas and give directions and information. As a recreational boat or PWC operator, you will need to know the lateral navigation markers and non-lateral markers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

Lateral Markers

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

Red colors, red lights, and even numbers

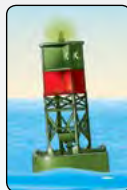
indicate the right side of the channel as a boater enters from the open sea or heads upstream.



Green colors, green lights,

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

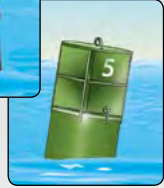
Red and green colors and/or lights indicate the preferred (primary) channel. If green is on top, the preferred channel is to the right as a boater enters from the open sea or heads upstream; if red is on top, the preferred channel is to the left.



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

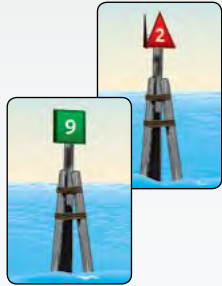


Cans are green cylindrical-shaped buoys marked with odd numbers.



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

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



Red Right Returning

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

Non-Lateral Markers

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



Information

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



Controlled

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



Exclusion

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



Danger

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

Other Non-Lateral Markers

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

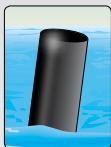


Inland Waters

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

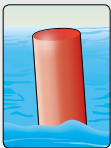
New Hampshire's Spar Buoys

Vessels operating on New Hampshire waters must observe these rules when encountering spar buoys.



All Black

This buoy marks one side of a well-defined channel. Go between it and its companion "all red" spar buoy.



All Red

This buoy marks one side of a well-defined channel. Go between it and its companion "all black" spar buoy.



White With Red Top

If heading east or west, go south of this buoy. If heading north or south, go west of this buoy.



White With Black Top

If heading east or west, go north of this buoy. If heading north or south, go east of this buoy.

Weather Emergencies

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

What To Do If Caught in Severe Weather

■ Prepare the boat to handle severe weather.

- Slow down, but keep enough power to maintain headway and steering.
- Close all hatches, windows, and doors to reduce the chance of swamping.
- Stow any unnecessary gear.
- Turn on your boat's navigation lights. If there is fog, sound your fog horn.
- Keep bilges free of water. Be prepared to remove water by bailing.
- If there is lightning, disconnect all electrical equipment. Stay as clear of metal objects as possible.

■ Prepare your passengers for severe weather.

- Have everyone put on a USCG–approved life jacket (PFD). If passengers are already wearing their PFDs, make sure they are secured properly.
- Have your passengers sit on the vessel floor close to the centerline for their safety and to make the boat more stable.

■ Decide whether to go to shore or ride out the storm.

- If possible, head for the nearest shore that is safe to approach. If already caught in a storm, it may be best to ride it out in open water rather than try to approach the shore in heavy wind and waves.
- Head the bow into the waves at a 45-degree angle. PWCs should head directly into the waves.

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

VHF Radio

You should always monitor weather developments. One way is to tune a VHF radio to the frequencies listed below. A VHF radio is also useful if you need to summon help due to a boating emergency.

VHF Frequencies Broadcasting NOAA Weather Reports*

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

*If you will be boating on Lake Winnepesaukee, see page 51 for more weather forecast information.

Recreational boaters are given access to these VHF channels:

6	Intership safety communications only
9	Communications between vessels (commercial and recreational) and ship to coast
13	Strictly for navigation purposes by vessels at bridges, locks, and harbors
16	Distress and safety calls to USCG and others, and to initiate calls to other vessels
22	USCG broadcasts of severe weather warnings and other safety warnings
24–28	Public telephone calls (to marine operator)
68, 69, 71	Recreational vessel radio channels and ship to coast

Other Boating Emergencies

A safe boater knows how to prevent and respond to other boating emergencies.

Falling Overboard

■ To prevent persons from falling overboard:

- Don't sit on the gunwale, bow, seat backs, motor cover, or any other area not designed for seating.
- Don't sit on pedestal seats when underway at greater than idle speed.
- Don't stand up in or lean out from the boat.
- Don't move about the boat when underway.

■ If someone on your boat falls overboard:

- Reduce speed and toss the victim a throwable PFD.
- Turn your boat around and slowly pull alongside the victim, approaching the victim from downwind or into the current, whichever is stronger.
- Turn off the engine. Pull the victim on board over the stern, keeping the weight in the boat balanced.

Capsizing or Swamping

■ To reduce the risk of capsizing or swamping:

- Don't overload your boat. Balance the load.
- Slow your boat appropriately when turning.
- Secure the anchor line to the bow, never to the stern.
- Don't boat in rough water or in bad weather.

■ If you capsize or swamp your boat, or if you have fallen overboard and can't get back in:

- Stay with the boat.
- Try to reboard or climb onto it in order to get as much of your body out of the cold water as possible.

■ If the boat sinks or floats away, don't panic.

- If wearing a PFD, remain calm and await help.
- If you aren't wearing a PFD, look around for one or for other buoyant items to use as a flotation device.
- In cold water, float rather than tread.

Hypothermia

■ If you are boating in cold water:

- Dress in several layers of clothing under your PFD or wear a wetsuit or drysuit.
- Learn to recognize the symptoms of hypothermia. Symptoms begin with shivering and bluish lips and nails, and progress to a coma and, ultimately, death.

■ To reduce the effects of hypothermia:

- Put on a PFD if not wearing one. It helps you to float without excessive movement and insulates your body.
- Get as much of your body out of the water as possible.
- Don't take your clothes off unless necessary—clothes can help you float and provide insulation.
- Don't thrash or move about. Excess motion consumes energy and increases loss of body heat.
- Draw your knees to your chest and your arms to your sides, protecting the major areas of heat loss.
- If others are in the water with you, huddle together with your arms around their shoulders.

Carbon Monoxide Poisoning

Carbon monoxide is an invisible, odorless, tasteless gas that can be deadly. To prevent carbon monoxide poisoning, keep air flowing through the boat and take extreme caution when running a generator at a dock or at anchor.

- Whenever people are using a swim platform or are in the water close to the stern, turn off all gasoline-powered generators with transom exhaust ports.
- Swimmers should never enter the cavity between the swim platform and the stern of the boat.
- When boating, be careful running downwind as exhaust gases may blow back on board. On cabin cruisers, be aware that exhaust gases can blow back into the stern when traveling into the wind.



Specifically for PWCs and “Ski Craft”

Although personal watercraft (PWCs) and “ski craft” are considered inboard vessels and come under the same rules and requirements of other vessels, there are specific considerations for these operators.

steering control



steering nozzle

Steering and Stopping a PWC or “Ski Craft”

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

Remember—no power may mean no steering control...

Most PWCs and other jet-drive vessels must have power in order to maintain control. If you allow the engine on these PWCs to return to idle or shut off during operation, you lose all steering control. The PWC will continue in the direction it was headed before the engine was shut off, no matter which way the steering control is turned. New PWCs allow for off-throttle steering.

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

Engine Cut Off Switch

- Most PWCs and “ski craft” come equipped with an emergency engine cut off switch, which is designed to shut the engine down if the operator is thrown from the proper operating position.
- The engine cut off switch works by attaching a lanyard between the operator and the switch. If the lanyard is removed from the switch, the engine will shut off.
- If your PWC or “ski craft” does not come equipped with an engine cut off switch, you should have one installed.
- It is recommended that you always attach the lanyard properly between the switch and yourself.



PWC and “Ski Craft” Courtesy and Environmental Considerations

- Do not jump the wake of a passing vessel, or ride too close to another vessel, because this creates special risks and is a common complaint about PWC and “ski craft” operators. These operations are also illegal.
- Vary your operating area, and avoid repetitious operation.
- Avoid congregating with other PWCs and “ski craft” operators near shore as this increases noise levels.
- Avoid making excessive noise near residential and camping areas, particularly early in the morning.
- Avoid maneuvers that cause the engine exhaust to lift out of the water because that increases noise levels.
- Do not operate a PWC or “ski craft” in shallow water.
- Avoid creating a wake, which can cause erosion when operating near shore or in narrow streams or rivers.
- Do not dock or beach your PWC or “ski craft” in reeds and grasses. This could damage fragile environments.
- Take extra care when fueling your PWC or “ski craft” in or near the water. Fuel on land if possible.

Before Going Out

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

Registering Your Vessel

- You must have a New Hampshire Certificate of Registration and validation decals to operate your vessel legally on public waters in New Hampshire. This includes motorboats of any size (including those with electric motors) and sailboats or sailboards 12 feet in length or longer. The only exceptions are:

- Sailboats and sailboards under 12 feet in length
- Other small, non-motorized vessels such as canoes and kayaks
- Vessels registered in other states using New Hampshire waters for 30 or fewer consecutive days
- Vessels owned or operated by the U.S. government

- *The Certificate of Registration must be on board and available for inspection by an enforcement officer whenever the vessel is operated.*



- The registration number and validation decals must be displayed as follows.
- Number must be painted, applied as a decal, or otherwise affixed to both sides of the forward half of the vessel such that it is clearly readable.
- Number must read from left to right on both sides of the vessel.
- Number must be in at least three-inch-high **BLOCK** letters.

Validation Decal



**Spaces or hyphens
should appear here.**

- Number's color must contrast with the hull background.
- Letters must be separated from the numbers by a hyphen or a space: **NH-3717-ZW** or **NH 3717 ZW**.
- Decals must be placed on both sides of the bow within six inches of and to the right of the number.
- Sailboats that are at least 12 feet long but less than 20 feet in length need to display the validation decals only (not the number) within two feet of the extreme forward part of the bow.
- If your vessel requires registration, it is illegal to operate it or allow others to operate your vessel unless it is registered and numbered as described above.

Where to Register

The Certificate of Registration and validation decals are obtained by submitting the proper application and fee to the New Hampshire Department of Safety, Division of Motor Vehicles, or one of its authorized agents. To obtain forms:

- Call **603-227-4030**
- Visit **www.nh.gov/safety/divisions/dmv/**
- Visit or write the DMV office
 Stephen Merrill Building
 23 Hazen Drive
 Concord, NH 03305-0002

Other Facts About Registration

- The Certificate of Registration expires on December 31 of each year. Owners of vessels that have been registered previously will be sent a renewal notice.
- The owner of a numbered vessel must notify the Department of Safety, Division of Motor Vehicles, within 15 days if he or she changes address or if the vessel is lost, stolen and/or recovered, destroyed, abandoned, or sold.
- If you lose or destroy your Certificate of Registration or decals, you must apply for a duplicate and submit a processing fee.
- Vessels registered in another state may operate on New Hampshire waters for 30 consecutive days before New Hampshire registration is required.
- Larger recreational vessels owned by U.S. citizens may (at the option of the owner) be documented by the U.S. Coast Guard. Call the USCG at **1-800-799-8362** for more information. Documented vessels also must obtain a New Hampshire registration and carry the Certificate of Registration on board. However, these vessels are not required to display their registration number, but they must display the validation decals within two feet of the extreme forward part of the bow. These vessels also must have the vessel name and hailing port clearly visible on both sides of the hull or on the transom.

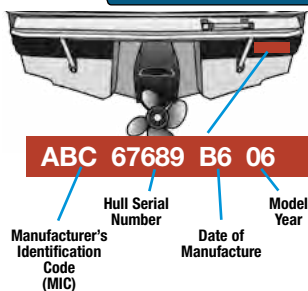
Find out more...

To find state information about boating:

- *For boating laws*, go to **www.marinepatrol.nh.gov**, click on “Laws and Rules” and then click on the chapter of interest.
- *For administrative rules for boating*, go to **www.marinepatrol.nh.gov**, click on “Laws and Rules” and then choose the appropriate rule category.

Hull Identification Number

- The Hull Identification Number (HIN) is a unique, 12-digit number assigned by the manufacturer to vessels built after 1972.
- Hull Identification Numbers:
 - Distinguish one vessel from another.
 - Are engraved in the fiberglass or on a metal plate permanently attached to the transom.
- You should write down your HIN and put it in a place separate from your vessel in case warranty problems arise or your vessel is stolen.
- Owners of vessels manufactured after October 1, 1972, or of homemade vessels that do not have a HIN should notify the Department of Safety, Division of Motor Vehicles.
- The HIN may not be removed, altered, or changed.



Who May Operate a Vessel

- **A vessel powered by 25 horsepower or less** does not require the operator to have a Safe Boater Education Certificate.
- **A “ski craft”** (defined on page 48) may be operated only by persons who are 16 years old or older and who have a valid Safe Boater Education Certificate.
- **A vessel powered by more than 25 horsepower** (other than a “ski craft”) may be operated by:
 - *A person under 16 years of age **only if*** he or she is accompanied by a person 18 years old or older who has a valid Safe Boater Education Certificate. The accompanying person is responsible for any injury or damage caused during operation of the vessel.
 - *A person 16 years of age or older **only if*** he or she has obtained a Safe Boater Education Certificate.
- **A New Hampshire Safe Boater Education Certificate** may be obtained by persons 16 years of age or older *only* and must be carried on board.
 - New Hampshire also accepts the following boating education certificates:
 - A boating certificate issued by another State agency and NASBLA approved
 - A boating certificate issued by the U.S. Power Squadron
 - A boating certificate issued by the U.S. Coast Guard Auxiliary
 - An unexpired commercial boating license issued by the U.S. Coast Guard
 - An unexpired commercial boating license issued by the State of New Hampshire
 - A course that has been approved by Transport Canada
 - If you wish to operate a motorboat on New Hampshire waters and you do not have any of the above certificates, please visit our website www.boatingeducation.nh.gov, or call us at **1-888-254-2125**.

Boater Education Certification

Required for **all** operators of vessels powered by more than 25 horsepower

Marine Events

Permits from the New Hampshire Marine Patrol (NHMP) are required for tournaments, regattas, races, or any other water event. A permit is also required to place a water-skiing jump or water-skiing course, to tow a kite glider or parasail, or to tow more than two persons on skis behind your vessel. For permits for marine events, call **603-293-2037**.



Enforcement

- Enforcement of boating laws and regulations is the responsibility of the New Hampshire Marine Patrol officers. The U.S. Coast Guard has enforcement authority on federally controlled waters.
- Boaters must stop when signaled to do so by a law enforcement officer. These officers have full police powers and have the lawful right to stop and board your vessel at any time to check for compliance with federal and state laws.



Required Equipment

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

Personal Flotation Devices (Life Jackets)

- All vessels must carry one wearable (Type I, II, III, or V) USCG–approved life jacket (PFD) for each person on board. Type V PFDs must be worn to be acceptable.
- All life jackets must be in good and serviceable condition and must be readily accessible. The life jackets must be of the proper size for the intended wearer. Sizing for life jackets is based on body weight and chest size and can be determined by the manufacturer’s label.
- In addition to the above requirements, vessels 16 feet in length or longer (except canoes and kayaks) must have one Type IV USCG–approved throwable PFD on board and immediately available.
- Children 12 years of age and younger must *wear* a USCG–approved life jacket at all times while underway on a vessel, unless the vessel is completely enclosed by railings at least three feet high and constructed such that a small child cannot fall through them. It is *strongly* recommended that children of all ages *wear* their life jackets.
- The operator of a “ski craft” must *wear* a USCG–approved life jacket.
- Each person being towed behind a vessel must *wear* a USCG–approved life jacket.
- A person using a stand-up paddleboard must have a Type I, II, or III life jacket on board. New Hampshire law requires any person under the age of 13 to wear a life jacket.





TYPE I: Offshore Life Jackets

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



TYPE II: Near-Shore Vests

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



TYPE III: Flotation Aids

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



TYPE IV: Throwable Devices

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



TYPE V: Special-Use Devices

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

Navigation Lights

The required navigation lights must be displayed between sunset and sunrise and during periods of restricted visibility.

Power-Driven Vessels When Underway

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

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

Unpowered Vessels When Underway

Unpowered vessels are sailboats or vessels that are paddled, poled, or rowed.

- **If less than 65.6 feet long**, these vessels must exhibit the lights as shown in illustration 2. The required lights are:
 - Red and green sidelights visible from at least two miles away—or if less than 39.4 feet long, at least one mile away.
 - A sternlight visible from at least two miles away.
- **If less than 23.0 feet (7 meters) long**, these vessels should:
 - If practical, exhibit the same lights as required for unpowered vessels less than 65.6 feet in length.
 - If not practical, have on hand at least one lantern or flashlight shining a white light visible all around on the horizon for a distance of two miles.

All Vessels When Not Underway

- **All vessels** are required to use a white light visible for 360 degrees and from a distance of two miles whenever they are moored or anchored away from dock between sunset and sunrise.

1. Power-Driven Vessels Less Than 65.6 Feet



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



Less than 39.4 feet only

2. Unpowered Vessels Less Than 65.6 Feet



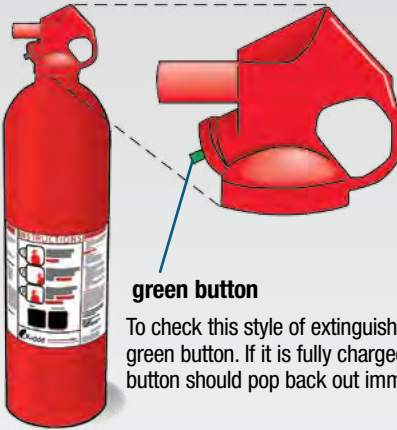
An alternative to the sidelights and sternlight is a combination red, green, and white light, which must be exhibited near the top of the mast.

Shoreline Lights

No person shall display, at any point on the shore visible from the water, any lights that resemble in color or configuration the required navigation lights of any vessel.

Fire Extinguisher Charge Indicators

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



green button

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



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

Fire Extinguishers

- Every vessel that has an engine other than an electric motor must have a fire extinguisher(s) on board. See the table below for the exact requirements. Foam, carbon dioxide, dry chemical, and halon extinguishers may be used to fight Type B fires.
- Approved types of fire extinguishers are identified by the following marking on the label—"Marine Type USCG Approved"—followed by the type and size symbols and the approval number.
- Extinguishers should be placed in an accessible area—not near the engine or in a compartment, but where they can be reached immediately. Be sure you know how to operate them, and inspect extinguishers regularly to ensure they are in working condition and fully charged.

Use this chart to determine the size and quantity required for your vessel.

Fire Extinguisher Requirements

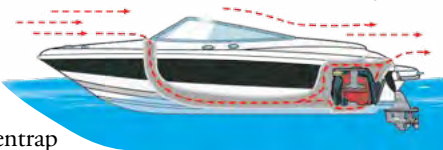
Classification type & size	Foam minimum gallons	Carbon Dioxide minimum pounds	Dry Chemical minimum pounds
B-I	1¼	4	2
B-II	2½	15	10
Length of Vessel	Without Fixed System	With Fixed System*	
Less than 26 ft.	one B-I	None	
26 ft. to less than 40 ft.	two B-I or one B-II	one B-I	
40 ft. to less than 65 ft.	three B-I or one B-II and one B-I	two B-I or one B-II	

* refers to a permanently installed fire extinguisher system

Ventilation Systems

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

- All gasoline-powered vessels, constructed in a way that would entrap fumes, must have at least two ventilation ducts fitted with cowls to remove the fumes.
- If your vessel is equipped with a power ventilation system, turn it on for at least four minutes both after fueling and before starting your engine.
- If your vessel is not equipped with a power ventilation system (for example, a personal watercraft or “ski craft”), open the engine compartment and sniff for gasoline fumes before starting the engine.



Backfire Flame Arrestors

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

- All powerboats (except outboards) that are fueled with gasoline must have a USCG–approved (must comply with SAE J-1928 or UL 1111 standards) backfire flame arrestor on each carburetor.
- Backfire flame arrestors must be in good, serviceable condition and be mounted with metal-to-metal contact.
- It is illegal to have any holes in the mesh of the backfire flame arrestor.
- Periodically clean the flame arrestor(s) and check for any damage.

Mufflers and Noise Level Limits

- All vessel engines must be equipped with an effective muffling device or underwater exhaust.
- The noise level of any motorized vessel must not exceed these limits.
 - Stationary test limit:
 - 90 decibels for engines manufactured prior to January 1, 1991
 - 88 decibels for engines manufactured on or after January 1, 1991
 - Moving test limit as measured on the “A” scale and from a distance of 50 feet:
 - 84 decibels for engines manufactured prior to January 1, 1991
 - 82 decibels for engines manufactured on or after January 1, 1991
- It is illegal to own or operate a vessel that exceeds the decibel limit. A vessel may be equipped with a switchable device that will reduce the exhaust noise level in compliance with the decibel limits.

Sound-Producing Devices

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



Use this chart to determine what is required.

If on State Waters	
Less than 16 feet long and under engine power	Hand, mouth, or power whistle
16 feet to less than 26 feet long and under engine power	Hand, mouth, or power whistle audible for one-half mile
26 feet to less than 40 feet long and under engine power	A bell and a hand or power whistle audible for one mile
40 feet long or longer and under engine power	A bell and a power whistle audible for one mile
If on Federally Controlled Waters	
Less than 65.6 feet long (includes PWCs and "ski craft")	Whistle or horn audible for at least one-half mile
65.6 feet long or longer	Whistle or horn and a bell audible for at least one mile

Sound Signals

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

Changing Direction

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

Restricted Visibility

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

Warning

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

Visual Distress Signals (VDSs)

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

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

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



Pyrotechnic Visual Distress Signals

Orange Smoke—Handheld

Orange Smoke—Floating

Day Signal

Red Meteor

Day and Night Signal

Red Flare

Day and Night Signal

Non-Pyrotechnic Visual Distress Signals

Electric Light

Night Signal

Orange Flag

Day Signal

Federally Controlled Waters

Vessels must observe federal requirements on these waters:

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



Arm Signal

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

On the Water

In addition to the laws mentioned previously, here are some other New Hampshire regulations that apply when vessel operators are on the water.

Unlawful Operation

New Hampshire law states that these dangerous operating practices are illegal.

- **Failure to Follow the Navigational Rules** is not observing the navigational rules described on pages 8-9. In addition, it is unlawful to:
 - Fail to stop or reverse when it appears that there is danger of collision.
 - Change course suddenly without first determining that it can be done without crossing immediately ahead of another vessel.

“Headway Speed”—The slowest speed at which it is still possible to maintain steering or 6 miles per hour

- **Unsafe Passage** is not maintaining a proper speed or distance while operating a vessel or while towing a person on water skis or any similar device. Specifically, the following operations are illegal:
 - Operating a vessel at greater than headway speed if within 150 feet of:
 - Swimmers in the water
 - Other vessels
 - Rafts or floats
 - Permitted swimming areas
 - Docks or mooring fields
 - The shoreline
 - Operating a vessel at greater than headway speed while passing under a bridge
 - Overtaking another vessel at a distance and speed such that your wake causes danger or damage

■ **Unsafe Wake Crossing** is not maintaining contact between a vessel's hull and the water when crossing a wake. It is illegal for a vessel to become airborne when crossing the wake of another vessel or its own wake.

■ **Riding on the Bow, Gunwales, or Transom** is allowing passengers to ride on a power-driven vessel in places where there may be a chance of falling overboard while underway. This includes passengers straddling the bow or riding on the gunwales or transom.



■ **Overloading** is loading the vessel with gear or passengers beyond its safe carrying capacity, taking into consideration weather and other operating conditions.

■ **Speeding** is exceeding speed limits or operating at a speed greater than is reasonable and prudent, taking into consideration weather and other operating conditions.

- On Lake Winnepesaukee (located in Belknap and Carroll counties), the speed limits are:
 - 30 miles per hour maximum between one-half hour after sunset and one-half hour before sunrise
 - 45 miles per hour maximum at all other times
- On Squam Lakes (located in Belknap, Carroll, and Grafton counties), the speed limits are:
 - 20 miles per hour maximum between one-half hour after sunset and one-half hour before sunrise
 - 40 miles per hour maximum at all other times
- For more details on other speed limit restrictions, call the Marine Patrol at **1-877-642-9700**.

Note: "Ski craft" (motorized vessels less than 13 feet long that are capable of exceeding 20 miles per hour and with capacity to carry no more than two persons) have additional regulations they must follow (see pages 48-49).

Alcohol and Drugs

New Hampshire law prohibits anyone from boating while intoxicated (BWI)—that is, operating any vessel (including vessels propelled by a motor or sail, canoes, and kayaks) while under the influence of alcohol, controlled drugs, or any combination of alcohol and controlled drugs.

- The following conditions determine if you are boating under the influence.
 - If your blood alcohol concentration is 0.08% or greater by weight of alcohol as determined by a breath, blood, or urine test, you are considered to be under the influence of alcohol.
 - If your blood alcohol concentration is greater than 0.03% but less than 0.08% by weight of alcohol as determined by a breath, blood, or urine test, that fact along with other evidence can be used to determine if you are under the influence.
- New Hampshire law establishes the following penalties.
 - Persons convicted of boating under the influence will:
 - Lose the privilege to operate a vessel for at least one year.
 - Have the BWI conviction become part of their motor vehicle driving record.
 - Receive a fine.
 - Have their driver's license or privilege to drive a motor vehicle revoked for not less than nine months, not to exceed two years.
 - If convicted of boating under the influence while transporting a person under 16 years of age, the operator must complete a seven-day residential intervention program at their own expense, in addition to the penalties above.
 - Any person convicted of a subsequent offense—BWI or DWI—faces enhanced penalties.
 - If a person boating under the influence causes the death of another person, he or she may be charged with a felony.

- **By operating a vessel on New Hampshire waters, you have consented to a sobriety test if requested by a law enforcement officer. Refusal to be tested is a separate offense and may be offered as evidence in a civil or criminal action.**

Why drinking and boating can be lethal...

- The effect of alcohol is increased by the natural stressors (wind, sun, vibration) placed on your body while boating. Also, the dehydration of your body from the natural stressors causes alcohol to be absorbed into your system more quickly. Research has proven that one-third of the amount of alcohol that it takes to make a person legally intoxicated on land can make a boater equally intoxicated on the water.
- Alcohol depresses the central nervous system, affecting judgment and slowing reaction time. Most people become slightly intoxicated after only one drink. Alcohol also makes it difficult for you to pay attention, especially to multiple tasks. For example, it will be more difficult for you to keep track of two or more vessels operating in your area. This could become critical if you are placed in an emergency situation and must make a sudden decision.



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

Obstructing Navigation

It is illegal to:

- Anchor a vessel in the traveled portion of a river or channel in a way that will prevent or interfere with any other vessel passing through the same area.
- Moor or attach a vessel to a buoy (other than a mooring buoy), beacon, light, or any other navigational aid placed on public waters by proper authorities.
- Move, displace, tamper with, damage, or destroy any navigational aid.
- Obstruct a pier, wharf, boat ramp, or access to any facility.
- Place an obstruction in the water that is dangerous to others' navigation.
- Cut loose any vessel that is moored or at anchor without the permission of the owner.
- Anchor overnight on any inland body of water.
- Place a swim line or swim raft on any public water without first obtaining a permit. For more information, please call Marine Patrol at **603-293-2037** or visit www.marinepatrol.nh.gov.

Homeland Security Restrictions

Help keep our waterways safe and secure.

- Do not approach within 100 yards and slow to minimum speed within 500 yards of any U.S. Naval vessel. If you need to pass within 100 yards of a U.S. Naval vessel for safe passage, you must contact the U.S. Naval vessel or the U.S. Coast Guard escort vessel on VHF-FM channel 16.
- Observe and avoid all security zones. Avoid commercial port areas, especially those that involve military, cruise-line, or petroleum facilities. Observe and avoid other restricted areas near dams, power plants, etc.
- Do not stop or anchor beneath bridges or in channels.
- Keep a sharp eye out for anything that looks peculiar or out of the ordinary. Report all activities that seem suspicious to the Marine Patrol, local authorities, the U.S. Coast Guard, or the port or marina security.

Accidents and Casualties

- If you are operating a vessel and know (or reasonably should have known) that you have been involved in an accident involving death, personal injury, or damages to property, you must:
 - Immediately stop at the scene of the accident *and ...*
 - Render any assistance that you are capable of giving to others involved in the accident *and ...*
 - Give your name and address, the vessel registration number, and the name and address of each occupant to the operator or owner of any other vessel, any injured person, and the owner of any damaged property.
- If you are not able to give the above information due to a person's injury, location, inability to comprehend, or any other cause, this information must be given to a Marine Patrol officer or other police officer with jurisdiction arriving at the scene of the accident or immediately to an officer at the nearest police station or at Marine Patrol headquarters.
- Any person operating a vessel that is involved in an accident must submit a written accident report to the Marine Patrol Bureau within 15 days after the accident. This is required when anyone is injured or killed *or* if damage to property exceeds \$2,000. If the operator is physically or mentally incapable of making the accident report, it is the responsibility of the owner.
- You must follow the above requirements if you are involved in a boating accident.
 - It is a Class A misdemeanor to fail to file the accident report or to fail to comply with the requirements that apply when an accident results in property damage.
 - It is a Class B felony to give false information about an accident or to fail to comply with the requirements that apply when an accident results in death or personal injury.

Diver-Down Flags

State law requires that scuba divers or snorkelers display a diver-down flag to mark the diving area. Divers and snorkelers must stay within 75 feet of their diver-down flag. Vessel operators must stay at least 150 feet away from a displayed flag. If there are circumstances that prevent the vessel from staying 150 feet away from the diver-down flag, the operator must throttle down to headway speed. Two types of flags indicate diving activity.



Divers Flag

A rectangular red flag with a white diagonal stripe used to indicate diving activities are in progress on New Hampshire state waters



Alfa Flag

A blue and white International Code Flag A (or Alfa flag) displayed on a vessel engaged in diving operations on federal waters

Discharge of Oil and Other Hazardous Substances

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

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

- Immediately call the National Response Center at **1-800-424-8802**.
- Also notify the New Hampshire Department of Environmental Services (NH DES) by calling:
 - **603-271-3899** (oil and non-oil spill) between the hours of 8:00 a.m. to 4:00 p.m. Monday-Friday.
 - After 4:00 p.m., call the New Hampshire State Police at **603-223-4381**, or instate toll-free **1-800-346-4009**.

Discharge of Sewage and Waste

- All waters in New Hampshire are “No Discharge Areas.” It is illegal to discharge sewage—treated or untreated—into the water. If on inland waters, a vessel must have a holding tank with no through-hull discharge option.
- If you have a recreational vessel with installed toilet facilities, it must have an operable marine sanitation device (MSD) on board. All installed devices must be U.S. Coast Guard–certified.

“Y” valve must be secured

Drainage to
pump-out station

Types of MSDs

- Types I and II MSDs treat waste with special chemicals to kill bacteria before discharge. Types I and II MSDs with “Y” valves must be secured or have the handle removed so that the valve cannot be opened. *Type I and II MSDs are allowed only on marine waters.*
- Type III MSDs provide no treatment and are either holding tanks or portable toilets. Collected waste must be disposed of in an onshore pump-out station or mobile pump-out. *A Type III is the only type of MSD allowed on inland waters.*



Discharge of Trash

It is illegal to dump garbage in all inland bodies of water. Also it is never legal to dump plastics into federally controlled or inland bodies of water.

- You must store trash in a container on board and place it in a proper receptacle after returning to shore.
- If boating on federally controlled waters and your vessel is 26 feet or longer, you must display a Garbage Disposal Placard that is at least 4 x 9 inches and notifies passengers and crew about discharge restrictions.

Specifically for “Ski Craft”

New Hampshire law defines a “ski craft” as any motorized vessel that is less than 13 feet in length, is capable of exceeding 20 miles per hour, and has the capacity to carry no more than an operator and one other person.

Requirements Specific to “Ski Craft”

- No one under the age of 16 years may operate a “ski craft” legally on any lake, pond, or river.
- The operator of a “ski craft” must *wear* a U.S. Coast Guard–approved Type I, II, or III personal flotation device (life jacket) at all times.
- “Ski craft” may be operated on any lake, pond, or river during daylight hours (sunrise to sunset) *only*.
- It is illegal to operate a “ski craft” at greater than headway speed if within 150 feet of swimmers in the water, other vessels or “ski craft,” rafts or floats, docks, swimming areas, or mooring fields.
- It is illegal to operate a “ski craft” within a cove (a bay or inlet that does not exceed 1,000 feet at its widest point) or within 300 feet of shore unless the “ski craft” is proceeding at headway speed directly to an area where “ski craft” operation is permitted.
- “Ski craft” must operate in a responsible manner. It is illegal to:
 - Weave a “ski craft” through congested waterway traffic.
 - Get dangerously close to another vessel, person, or object such that you are required to swerve at the last possible moment in order to avoid a collision.
 - Operate a “ski craft” in any other careless or negligent way or in a way that endangers the life, limb, or property of others.
- “Ski craft” may not be operated on any lake, pond, or river where the operation of “ski craft” is prohibited by law. (Operation of a “ski craft” is prohibited on any pond or lake less than 75 acres in area.)

- Although not legally required, it is strongly recommended that an operator of a PWC equipped with a lanyard-type ignition safety switch attach the lanyard to his or her person, clothing, or personal flotation device (life jacket).

Sharing Your “Ski Craft” or PWC

You should always make sure that anyone operating your “ski craft” or PWC understands their responsibilities as an operator. Let them know that they have the same responsibilities as any other vessel operator. Before allowing anyone to operate your “ski craft” or PWC:



- Make sure they meet the age and education requirements for operation.
- Make sure they know basic boating safety information and navigation rules.
- Show new operators how to start and reboard the PWC while on shore or in shallow water.
- Explain how to steer and control the PWC. Tell all new operators and remind experienced operators that most PWCs require power for steering control.
- Make sure that the operator understands how to use the ignition safety switch and attaches the lanyard to his or her person or PFD before starting the engine.
- Explain how to recognize a “slow, no wake” speed marker and what to do when approaching one.

Specifically for Boaters Who Tow

Requirement	Vessel Towing Skiers	Vessel Towing Tubers
Must wear a Type I, II, or III personal flotation device	Yes	Yes
Maximum number of persons that can be towed at the same time	No more than two, without a permit	Up to six
Number of observers needed in addition to the operator. (Observers must be a minimum of 13 years old and physically able to observe and assist the person(s) being towed.)	One	Towing less than three: one observer needed. Towing three or more: two observers needed.
Hours of operation	Sunrise to Sunset	Sunrise to Sunset
Operator of the vessel and person(s) being towed responsible for following all navigation and boating laws and rules	Yes	Yes

For the purposes of towing a tuber, “inflatable tube” means an inflatable device manufactured and designed for the specific purpose of towing persons behind a motorboat. Such device shall be manufactured with a point of attachment for a tow line, in addition to any safety handles, ropes, or lines **for each person being towed.**

Lake Winnepesaukee Forecast

The National Weather Service Forecast Office in Gray, Maine, issues a recreational forecast for boaters operating on Lake Winnepesaukee from May through Columbus Day each year. The forecast is available via NOAA Weather Radio (see page 17) and on the website at www.weather.gov/gyx/AllLocationsForecast. The information on this website includes highly detailed forecasts and graphics.

Throughout the boating season, NOAA always welcomes marine reports (MAREPS) from any and all boaters. If possible, your report should include wind and wave conditions, visibility, current weather conditions, water temperature, your location, and the time of the report. Please send the reports via email or text to www.gyx.skywarn@noaa.gov or by phone at 207-688-3216, option 0 (zero). We can also be found on Facebook and Twitter where you may also submit MAREPS.

Boaters should be aware that this is an experimental forecast initiative. This means further adjustments may occur based on user feedback. You can email your feedback to www.gyx.skywarn@noaa.gov.

Aquatic Nuisance Species

Here's what you can do to prevent the spread of aquatic nuisance species:

- ✓ Inspect your boat and trailer, removing all aquatic organisms (zebra mussels and any aquatic plants) you see before leaving the area.
- ✓ Drain your motor, live well, and bilge on land before leaving the body of water.
- ✓ Empty bait buckets on land before leaving a body of water.
- ✓ Never release live bait into a body of water or release aquatic animals from one body of water into another.
- ✓ Rinse your boat, propeller, trailer, live well, and equipment; and hand-remove anything trapped between the boat and trailer.
- ✓ Air-dry your boat and equipment for as long as possible—five days is optimal.
- ✓ Flush the engine's cooling system with hot water.
- ✓ Apply antifouling materials such as paint and films to boat hulls, trim tabs, water ports, transducers, and swimming platforms to discourage zebra mussel attachment.
- ✓ Avoid boating through dense beds of aquatic plants.
- ✓ Report any new suspicious plant growths to the NH DES at **603-271-2248**.

What is New Hampshire doing to combat exotic aquatic plants?

The Lake Host Program was developed to prevent new infestations of exotic aquatic plants in New Hampshire's lakes and ponds. Volunteers conduct quick and friendly inspections of your boat, trailer, and other recreational gear for exotic plants that may have become attached.

For more information about exotic species or to become a Weed Watcher, call the NH DES at **603-271-2248** or visit <http://des.nh.gov/organization/divisions/water/wmb/exoticspecies/index.htm>

Commonly Confused Look-Alike Aquatic Plants

Coontail (Native)

Waterweed (Native)

Bladderwort (Native)

Milfoil (Native)

Fanwort (EXOTIC)

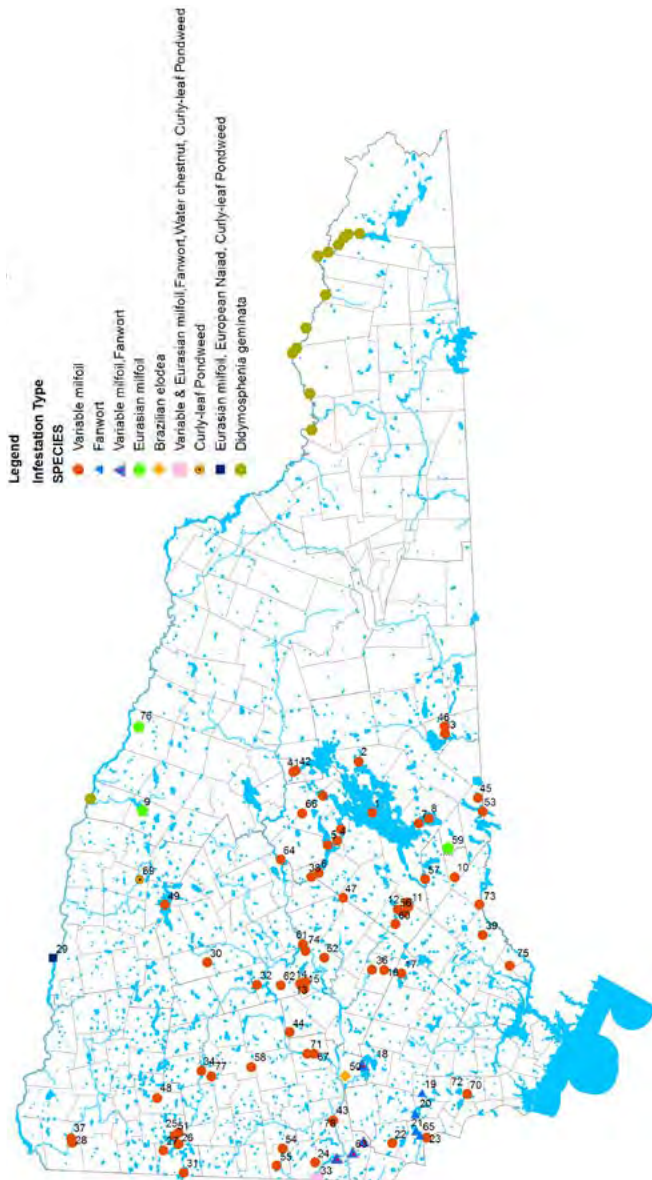
Eurasian milfoil (EXOTIC)

Variable milfoil (EXOTIC)

Introducing harmful, non-native organisms into New Hampshire's waters can lead to environmental damage and declines in the aesthetic and recreational appeal of our lakes, ponds, and rivers. In 2017, the law prohibits the transport and introduction of exotic aquatic plants in New Hampshire!

Infested Bodies of Water in New Hampshire

1. Lake Winnepesaukee (Several Areas)
2. Lees Pond, Moultonboro
3. Lake Ossipee (Several Areas)
4. Opechee Lake, Laconia
5. Lake Winnisquam (Several Areas)
6. Silver Lake, Tilton
7. Crescent Lake, Wolfeboro
8. Lake Wentworth, Wolfeboro
9. Mascoma Lake, Enfield
10. Sunrise Lake, Middleton
11. Locke Lake, Barnstead
12. Lower Suncook Lake, Barnstead
13. St. Paul's School Pond, Concord
14. Little Turkey Pond, Concord
15. Big Turkey Pond, Concord
16. Bixby Pond, Epsom
17. Northwood Lake, Northwood
18. Lake Massabesic, Auburn
19. Phillips Pond, Sandown
20. Big Island Pond, Derry
21. Arlington Mill Reservoir, Salem
22. Cobbetts Pond, Windham
23. Captain Pond, Salem
24. Flints Pond, Hollis
25. Cheshire Pond, Jaffrey
26. Contoocook Lake, Jaffrey
27. Pearly Pond, Rindge
28. Forest Lake, Winchester
29. Connecticut River (Several Locations)
30. Lake Massasecum, Bradford
31. Lake Monomonac, Rindge
32. Hopkinton Lake/Dam, Hopkinton
33. Nashua River, Nashua
34. Powder Mill Pond, Hancock
35. Ashuelot River, Winchester
36. Little Suncook River (Several Areas)
37. Mine Falls Pond, Nashua
38. Winnepesaukee River (Several Areas)
39. Cocheco River, Rochester
40. Robinson Pond, Hudson
41. Squam River, Ashland
42. Squam Lakes, Ashland/
Holderness
43. Horseshoe Pond, Merrimack
44. Gorham Pond, Dunbarton
45. Belleau Lake, Wakefield
46. Danforth Ponds, Freedom
47. Rocky Pond, Gilmanton
48. Dublin Lake, Dublin
49. Lake Sunapee, Georges Mills
50. Nutts Pond, Manchester
51. Contoocook River, Jaffrey
52. Turtle Pond, Concord
53. Balch Lake, Wakefield
54. Melendy Pond, Brookfield
55. Potanipo Lake, Brookfield
56. Brindle Pond, Barnstead
57. Jones Pond, New Durham
58. Scobie Pond/Haunted Lake,
Francestown
59. Mountain Pond, Brookfield
60. Barnstead Parade Pond,
Barnstead
61. Merrimack River (Several
Locations)
62. Kimball Pond, Hopkinton
63. Ottarnic Pond, Hudson
64. Pemigewasset River, Sanbornton
65. Wilson Lake, Salem
66. Lake Pemigewasset, New
Hampton
67. Piscataquog River, Goffstown
68. Halfmoon Pond, Barnstead
69. Rockybound Pond, Croydon
70. Powwow Pond, Kingston
71. Glen Lake, Goffstown
72. Long Pond, Danville
73. Spaulding Pond, Milton
(Salmon River)
74. Upper Goodwin Pond, Concord
75. Willand Pond, Dover
76. Post Pond, Lyme
77. Otter Lake, Greenfield
78. Naticook Lake, Merrimack



New Hampshire Public Access Sites

All information provided on the next four pages is accurate to the best of our knowledge at the time of printing. Please report any discrepancies to the New Hampshire Department of Fish & Game at **603-271-2224**.

- Bow Lake** – Northwood, Strafford (1140 / 1160 ac.)
 - 1461. Mary Waldron Park (Town of Northwood); Beach/Trailer Ramp/Picnic (town residents only)
 - 1481. Bow Lake Boat Ramp (Town of Strafford) (Road to Public Waters (RTPW)); Trailer Ramp
- Comerford Reservoir** – Monroe (535* / 1093 ac.)
 - 5040. Waterford Bridge Boat Launch (TransCanada); Trailer Ramp
 - 5045. Comerford Dam Portage (TransCanada); Cartop Boat Launch
 - [1 additional access site on Vermont shoreline in town of Barnet.]
- Conway Lake** – Conway, Eaton (1316 / 1299 ac.)
 - 0107. Conway Lake Beach (Town of Conway, open to public); Beach/Trailer Ramp
 - 0108. Potter Road Ramp (unknown owner; located in Eaton); Trailer Ramp
- First Connecticut Lake** – Pittsburg (3071 / 2807 ac.)
 - 9973. Beach and boat ramp (TransCanada); Beach/Trailer Ramp/Picnic
 - 9995. Boat ramp (Town of Pittsburg); Trailer Ramp
- Lake Francis** – Pittsburg (1933 / 2082 ac.)
 - 9974. Route 3 Access – Boat Launch (State-DES); Trailer Ramp/Beach/Picnic
 - 9982. Lake Francis State Park (State-DRED); Trailer Ramp/Picnic/Campground
- Franklin Pierce Lake** – Hillsborough (483 / 520 ac.)
 - 7020. Manahan Park (Town of Hillsborough); Trailer Ramp/Beach/Picnic (open to public) LWCF=Y
 - *GRANIT acreage is for New Hampshire portion only.
- Goose Pond** – Canaan (624 / 554 ac.)
 - 9939. Goose Pond Park (RTPW) (Joint State-DES, Town of Canaan, Lake owners assn.); Trailer Ramp/Beach/Picnic
- Great East Lake** – Wakefield (1062* / 1824 ac.)
 - 1469. Weeks Beach (Town of Wakefield); Beach/Trailer Ramp/Picnic (appears open to general public)
 - 9979. Great East Lake Boat Launch (Maine Parks & Lands); Trailer Ramp (in Maine; abuts NH border)
- Highland Lake** – Stoddard (721 / 712 ac.)
 - 8047. Highland Lake Boat Ramp #1 (RTPW; Town of Stoddard); Trailer Ramp
 - 8048. Highland Lake Boat Ramp #2 (RTPW; Town of Stoddard); Trailer Ramp

10. **Island Pond** – Derry (532 / 498 ac.)
 - 0013. Access Ramp (Big Island Pond Committee); Trailer Ramp (decal and key required)
 - 0179. Cartop Access (Town of Atkinson); Cartop Boat Launch
11. **Lovell Lake** – Wakefield (554 / 538 ac.)
 - 1475. Lovell Lake Boat Ramp (Town of Wakefield); Trailer Ramp (no parking at ramp or along road; courtesy parking in Sanbornville village)
12. **Mascoma Lake** – Lebanon, Enfield (1161 / 1115 ac.)
 - 9007. Boat Launch & Beach Area (State-DOT); Trailer Ramp/Beach/Picnic
 - 9996. Boat Facility near dam (State-DES); Trailer Ramp/Picnic
13. **Massabesic Lake** – Manchester, Auburn (2560 / 2900 ac.)
 - 5082. Clair's Landing (Manchester Water Works); Trailer Ramp
 - 5083. Deer Neck Cartop Launch (Manchester Water Works); Cartop Boat Launch
 - 5084. Candia Road Boat Launch (Manchester Water Works); Trailer Ramp
14. **Merrymeeting Lake** – New Durham (1233 / 1111 ac.)
 - 5099. Merrymeeting Lake Ramp (State-NHFG); Trailer Ramp
15. **Moore Reservoir (Connecticut River)** – Littleton, Dalton (2035 ac. – NH only; 3342 / 3490 ac. total)
 - 5041. Pine Island Boat Launch (TransCanada); Trailer Ramp/Picnic/Informal Beach
 - 5042. N. Littleton Boat Launch (TransCanada); Trailer Ramp/Picnic
 - 5043. Pattenville Boat Launch (TransCanada); Trailer Ramp/Picnic
 - 5319. Dodge Hill Boat Launch (TransCanada); Trailer Ramp/Picnic
 - 9922. Moore Dam Visitor Center (TransCanada); Trailer Ramp/Picnic
 - [2 additional access sites on Vermont shoreline: 1 in Waterford, 1 in Concord, VT.]
 - *GRANIT acreage is for New Hampshire portion only.
16. **Newfound Lake** – Hebron, Alexandria, Bristol, Bridgewater (4451 / 4106 ac.)
 - 0074. Paradise Point Nature Center (Audubon Soc. of NH); Cartop
 - 0182. Bean Nature Conservation Area (Town of Hebron); Cartop (via Cockermonth R.)
 - 9951. Wellington State Park Ramp (State – NHFG); Trailer Ramp
17. **Northwood Lake** – Northwood (653 / 687 ac.)
 - 0009. Northwood Boat Launch (RTPW; Town of Northwood); Trailer Ramp
18. **Nubanusit Lake** – Hancock (722 / 715 ac.)
 - 0136. Nubanusit Lake Boat Launch (Town of Hancock); Trailer Ramp
19. **Ossipee Lake** – Freedom, Ossipee (3245 / 3092 ac.) – acreage does not include Broad Bay, Leavitt Bay, or Berry Bay
 - 0412. Berry Bay Carry-In (State – DES; at dam); Cartop Boat Launch

- 9907. Ossipee Lake Natural Area (State – DRED); Limited beach access from water in designated areas
 - 9934. Constitution Park – Deer Run Trail (Town of Ossipee); Walk-in; Cartop Boat Launch/Fishing
 - 9935. Pine River Docks and Launch (State – NHFG); Trailer Ramp
 - 9936. Lakefront Landing Marina (private for-profit); Trailer Ramp (fee charged)
20. **Pawtuckaway Pond** – Nottingham (783 / 900 ac.)
- 2069. Pawtuckaway State Park (State-DRED); Cartop Boat Launch
 - 2072. Pawtuckaway Lake Boat Access (State-NHFG); Trailer Ramp
21. **Pine River Pond** – Wakefield (570 / 594 ac.)
- 8086. Sawdust Cove (State-DES); potential Cartop Boat Access (no signs; not developed)
22. **Pleasant Lake** – New London (602 / 606 ac.)
- 1442. Elkins Dam site (Town of New London); Trailer Ramp (parking available at Masonic Lodge across the street)
23. **Province Lake** – Wakefield (951 / 1014 ac.)
- 9976. Town Boat Ramp (Town of Wakefield); Trailer Ramp (no parking at site; limited parking along NH 153)
24. **Second Connecticut Lake** – Pittsburg (1102 / 1286 ac.)
- 9978. Boat Launch (TransCanada); Trailer Ramp/Picnic
25. **Silver Lake** – Madison (969 / 995 ac.)
- 9925. Kennett Park (Town of Madison); Cartop Boat Launch/Beach/Picnic; LWCF=Y
 - 9930. Big Island (State – DRED/Town of Madison), north end of lake; accessible from Kennett Park
 - 9933. Silver Lake Town Boat Ramp (Town of Madison); Trailer Ramp/Beach (permit parking only)
26. **Spofford Lake** – Chesterfield (739 / 707 ac.)
- 8081. Boat Ramp (State RTPW); Trailer Ramp
 - 8083. Pierce Island (State – DRED); accessible from state boat ramp
27. **Squam Lake** – Holderness, Sandwich, Moultonborough, Center Harbor (6791 / 6765 ac.) – not including Little Squam Lake
- 0190. Squam Lakes Association, Route 3 in Holderness; Trailer Ramp (Fee charged; 25hp limit)
 - 0192. Sandwich Town Beach (Town of Sandwich); Trailer Ramp/Beach (Town residents only)
 - 0194. Center Harbor Town Beach (Town of Center Harbor); Trailer Ramp/Beach (Town residents only)
 - 0201. Squam Lake Carry-In, Route 25B in Center Harbor (Squam Lakes Association); Cartop Boat Launch
 - 5036. Squam Lakes Boat Access Facility - Squam Channel (State – NHFG); Trailer Ramp
 - 9953. Squaw Cove Cartop Access (Private non-profit); Cartop Boat Launch
28. **Sunapee Lake** – Sunapee, New London, Newbury (4136 / 4090 ac.)

- 1390. Soo-Nipi Park (Town of New London); Cartop Boat Launch (parking offsite); No swimming
 - 1392. Herrick Cove Cartop (RTPW; State – DOT); New London along Route 103A; Cartop Boat Launch (no signs)
 - 1393. Burkehaven Harbor (Town of Sunapee); Unimproved Trailer Ramp (limited parking); Rock hazard 10 feet from shore
 - 1394. Newbury Station Marina (private for-profit) – Marina-owned Trailer Ramp (launch fee)
 - 1418. Sunapee Harbor (Town of Sunapee); Dock/Trailer Ramp/Picnic, Limited parking; Additional parking ¼ mile away LWCF=Y
 - 1420. Georges Mills Beach (Town of Sunapee); Beach/Trailer Ramp/Picnic (limited parking)
 - 5077. Sunapee State Park (State – DRED); Fee; Picnic/Beach/Trailer Ramp LWCF=Y
 - 5620. Blodgett's Boat Launch (Other – Cottage Owners Assoc.); Cartop Boat Launch, unimproved Trailer Ramp
 - 9031. Newbury Harbor Beach (Town of Newbury); Beach/Dock/Cartop Boat Launch/Picnic (2-hour parking)
29. **Suncook Lakes** – Barnstead (697 / 672 ac.) (acreage for Lower and Upper Suncook Lakes combined)
- 3334. Suncook Lakes Dam site (Town of Barnstead); Cartop
 - 3336. Town Ramp, Narrows Road (Town of Barnstead); Trailer Ramp
30. **Umbagog Lake** – Errol, Cambridge (4674/4532 ac.–NH only; 7539 ac. total)
- 5025. Magalloway River Boat Ramp (Federal – USFWS); Trailer Ramp
 - 5502. Umbagog Lake State Park (State – DRED); Trailer Ramp/Beach/ Picnic/ Campground; LWCF=Y
 - 9022. Route 16 boat ramp (ownership unknown); Trailer Ramp
 - 9938. Androscoggin River Boat Ramp, Errol Dam (State – NHFG); Trailer Ramp
 - 9992. State Boat Landing, adjacent to state park (State – NHFG); Trailer Ramp
31. **Lake Waukegan** – Meredith (927 / 913 ac.)
- 4448. Town Boat Ramp (Town of Meredith); Trailer Ramp
32. **Webster Lake** – Franklin (606 / 612 ac.)
- 9033. Lagace Beach (City of Franklin); Beach/ Trailer Ramp; LWCF=Y
33. **Lake Wentworth** – Wolfeboro (3097 / 3018 ac.)
- 0490. Mast Landing (Town of Wolfeboro); Trailer Ramp (on Crescent Lake)
 - 9985. Wentworth State Park - Clow Beach (State – DRED); Beach/Picnic/Cartop
34. **Lake Winnepesaukee** – Center Harbor, Moultonborough, Meredith, Laconia, Gilford, Tuftonboro, Wolfeboro, Alton (44,424 / 44,586 ac.) – plus Paugus Bay (1228/1220 ac.)
- 0113. Harilla's Landing (State – DOT; in Moultonborough); Trailer

Ramp

- 0149. Cattle Landing (Town of Meredith); Cartop Boat Launch/Dock (permit only)
 - 0151. Center Harbor Town Dock and Beach (Town of Center Harbor); Trailer Ramp/Beach/Picnic
 - 0152. Leavitt Park (Town of Meredith); Beach/Picnic/Cartop (permit only)
 - 0170. State Landing (Town of Moultonborough); Trailer Ramp (permit only)
 - 0189. Long Island Beach (Town of Moultonborough); Beach/Cartop Boat Launch (permit only)
 - 0242. Lane Road Public Boat Ramp and Beach (Town of Tuftonboro); Trailer Ramp/Beach/Picnic
 - 0250. Union Wharf Boat Ramp (Town of Tuftonboro); Trailer Ramp (trailer parking offsite)
 - 0253. Town Docks (Town of Wolfeboro); Trailer Ramp/Dock
 - 0258. Libby Museum (Town of Wolfeboro); Trailer Ramp/Picnic
 - 0259. Back Bay Boat Landing (Town of Wolfeboro); Trailer Ramp; LWCF=Y
 - 0261. McKinney Park (Town of Wolfeboro); Picnic/Cartop Boat Launch
 - 1480. Alton Public Dock & Ramp (Town of Alton); Trailer Ramp/Dock/Swimming/Picnic (trailer parking offsite); LWCF=Y
 - 1546. Weir Docks (City of Laconia); Dock; LWCF=Y
 - 1577. Echo Point Boat Ramp (Town of Alton); Cartop Boat Launch (parking offsite)
 - 4449. Town Landing (Town of Meredith); Trailer Ramp/Docks; LWCF=Y (non-resid. fee)
 - 5008. Lees Mills Ramp (Town of Moultonborough); Trailer Ramp
 - 9872. Glendale Docks (Town of Gilford); Trailer Ramp/Docks (town parking permit required)
 - 9873. Ellacoya State Park (State – DRED; in Gilford); Beach/Picnic/Trailer Ramp/Campground; LWCF=Y (fee charged)
 - 9901. Shep Brown's (Town of Meredith); Trailer Ramp/Picnic (non-resid. fee)
35. **Winnisquam Lake** – Meredith, Laconia, Sanbornton, Belmont, Tilton (4214 / 4264 ac.)
- 8005. Winnisquam Access Facility (State – NHFG); Dock/Trailer Ramp
 - 8011. Ahern State Park (State – DRED); Beach/Picnic/Cartop Boat Launch

Vessel Pump-Outs and Dump Stations

Inland Stations

Lake Winnepesaukee

Anchor Marine - Weirs Beach
Channel Marine - Laconia
Fay's Boat Yard - Gilford
Irwin Marine - Laconia
Lakeport Landing - Laconia
Meredith Marina - Meredith
Meredith Town Docks - Meredith
Mountainview Yacht Club - Gilford
Paugus Bay Marina - Laconia
Robert's Cove Marina - Alton
Shep Brown's Boat Basin - Meredith
West Alton Marina - West Alton
Wolfeboro Corinthian Yacht Club - Wolfeboro

Private Pump-Out Stations (members only)

Gilford Yacht Club - Gilford
Glendale Yacht Club - Gilford
Quayside Yacht Club - Moultonborough
Southdown Boat Club - Laconia
Spinnaker Cove Yacht Club - Laconia

Lake Winnisquam

Winnisquam Marine - Belmont

Lake Sunapee

Dump Station

Sunapee Harbor - Sunapee

Coastal Stations

George's Marina - Dover
Great Bay Marina - Newington
Hampton River Marina - Hampton
Little Bay Marina - Dover
Rye Harbor Marina - Rye
Wentworth By the Sea - Newcastle

http://des.nh.gov/organization/commissioner/pip/publications/wd/documents/lakes_region_pumpout.pdf

Overnight Anchoring & Mooring Permits

Overnight Anchoring

- It is against the law to anchor your boat overnight on any inland surface waters of the State of New Hampshire. Overnight is defined as “the period of time between the termination of daylight in the evening to the earliest dawn of the next morning.”
- A houseboat is defined as a “ship, boat, raft, float, catamaran, or marine craft of any description which has sleeping and toilet facilities, regardless of whether such facilities are of a permanent or temporary nature.” Occupied or unoccupied houseboats may be beached, or grounded, or tied to the shore of any of the inland surface waters of the state for an overnight period, or any part of an overnight period, only when on or at a location owned, leased, or permitted by the owner. Also, the owner, lessee, or person with permission of the owner must give written notice of this fact promptly to the New Hampshire Department of Environmental Services.



Mooring Permits

Some New Hampshire waters require a shorefront property owner to obtain a mooring permit before placing a mooring in the waters.

- Mooring permits are required on Bow Lake, Newfound Lake, Ossipee Lake, Squam Lake, Sunapee Lake, Lake Winnepesaukee, and Winnisquam Lake.
- For more information, or to request a permit application, call the Mooring Program at **603-293-2037**.

Rafting in New Hampshire

Raft is defined as “any group of two or more boats which are stationary upon the waters of a lake or pond and which are congregated together, whether anchored, secured to one another, or adrift, provided that at least one of the boats in the group is occupied.” Rafting is “forming or being a member of a raft.”

- There are designated locations where, and times during which, the size of rafts is limited and a minimum distance is required between boats and rafts.
- Currently, there are rafting restrictions in certain locations on Lake Winnepesaukee, Lake Sunapee, and Ossipee Lake.
- No one in a prohibited location or at a prohibited time may:
 - Form or allow a boat, which you are operating or in charge of, to join a raft consisting of three or more boats.
 - Form or allow a boat, which you are operating or in charge of, to join a raft if any part of such raft is less than 50 feet from any other raft *or* less than 50 feet from any occupied single boat that is stationary on the waters of the same lake or pond.
 - Anchor a single boat and cause it to remain stationary on the waters of a lake or pond, other than momentarily, if any part of such boat is less than 50 feet away from any raft *or* less than 25 feet away from any other single boat which is stationary on the waters of such lake or pond.
- Exceptions to the rafting restrictions are:
 - Boats anchored or moored at marinas, yacht clubs, or private docks with the owner's permission
 - Boats involved in or attending a fireworks display, marine events, or other designated public events
 - Boats on any body of water of less than 400 acres or on any estuary or tidal waters of the state
- Check with New Hampshire Marine Patrol at **603-293-2037** if you would like more information about rafting restrictions or information on other exemptions.



Concord, New Hampshire • Eastern Standard Time

DAY	JAN 13	FEB 13	MAR 13	APR 13	MAY 13	JUN 13	JULY 13	AUG 13	SEP 13	OCT 13	NOV 13	DEC 13
	RISE • SET	RISE • SET	RISE • SET	RISE • SET	RISE • SET	RISE • SET	RISE • SET	RISE • SET	RISE • SET	RISE • SET	RISE • SET	RISE • SET
1	7:18 4:22	7:01 4:59	6:22 5:36	5:28 6:13	4:39 6:48	4:09 7:20	4:10 7:30	4:37 7:08	5:11 6:21	5:44 5:27	6:21 4:38	6:59 4:12
2	7:18 4:23	7:00 5:00	6:20 5:37	5:26 6:14	4:38 6:49	4:08 7:20	4:11 7:30	4:38 7:06	5:12 6:19	5:45 5:25	6:23 4:36	7:00 4:12
3	7:18 4:24	6:59 5:01	6:19 5:38	5:24 6:15	4:37 6:50	4:08 7:21	4:11 7:29	4:39 7:05	5:13 6:17	5:46 5:23	6:24 4:35	7:01 4:11
4	7:18 4:25	6:58 5:03	6:17 5:39	5:22 6:16	4:35 6:51	4:08 7:22	4:12 7:29	4:40 7:04	5:14 6:15	5:47 5:22	6:25 4:34	7:02 4:11
5	7:18 4:26	6:57 5:04	6:15 5:41	5:21 6:18	4:34 6:53	4:07 7:22	4:13 7:29	4:41 7:03	5:15 6:14	5:48 5:20	6:27 4:32	7:03 4:11
6	7:18 4:27	6:56 5:05	6:13 5:42	5:19 6:19	4:33 6:54	4:07 7:23	4:13 7:28	4:42 7:01	5:16 6:12	5:50 5:18	6:28 4:31	7:04 4:11
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Add one hour for daylight savings time, if and when in use.

Source: U.S. Naval Observatory, http://aa.usno.navy.mil/data/docs/RS_OneYear.php

Required Equipment Checklist



	"Ski Craft"*	Canoe, Kayak, Rowboat, or Stand-Up Paddleboard	Vessel Under 16 Ft.	Vessel 16 Ft. or Longer
Safe Boater Education Certificate On Board	✓ 1		✓ 1	✓ 1
Certificate of Registration On Board	✓		✓	✓
Validation Decals Displayed	✓		✓	✓
PFDs: Type I, II, III, or V	✓ 2	✓ 2	✓ 2	✓ 2
PFD: Type IV				✓
Type B-I Fire Extinguisher	✓		✓	✓
Backfire Flame Arrestor	✓		✓ 3	✓ 3
Ventilation System	✓		✓	✓
Muffler	✓		✓	✓
Horn, Whistle, or Bell	✓		✓	✓
Daytime Visual Distress Signals				✓ 4
Nighttime Visual Distress Signals	5		✓ 4	✓ 4
Navigation Lights	5	✓ 6	✓	✓

* Vessel less than 13 feet in length that is capable of exceeding 20 miles per hour and has the capacity to carry no more than an operator and one other person.

1. Applicable to vessels powered by more than 25 horsepower. See page 26 for more information.
2. The operator of a "ski craft" must *wear* a PFD (life jacket) at all times. Children 12 years of age and younger must *wear* a life jacket at all times while underway on a vessel, unless the vessel is completely enclosed by railings at least three feet high. See page 28.
3. Required on inboard engines and inboard/outboard engines.
4. Required when boating on federally controlled waters.
5. Certain items are not applicable to "ski craft" because they are not allowed to operate between sunset and sunrise.
6. Requires only an all-round white light.



DEPARTMENT OF SAFETY DIVISION OF STATE POLICE MARINE PATROL

HEADQUARTERS

31 Dock Road
Gilford, NH 03249

Telephone..... 603-293-2037
Toll Free 1-877-642-9700
Website www.marinepatrol.nh.gov

OTHER USEFUL CONTACTS

Emergency..... 911
Safe Boating Education 603-293-2037 Monday - Friday
1-888-254-2125
www.boatingeducation.nh.gov
Mooring Permits 603-293-2037 Monday - Friday
Boat Registration..... 603-227-4030 Monday - Friday
U.S. Coast Guard Auxiliary www.uscgauxnh.org/
U.S. Power Squadrons..... 1-888-367-8777

If your vessel discharges oil or hazardous substances in the water, immediately call the National Response Center at 1-800-424-8802.

Also notify the New Hampshire Department of Environmental Services (NH DES) by calling :

603-271-3899 (oil and non-oil spill) between the hours of 8:00 a.m. to 4:00 p.m. Monday-Friday.

After 4:00 p.m., call the New Hampshire State Police at 603-223-4381, or instate toll-free 1-800-346-4009.

