

**Wisconsin Department of Natural Resources
Natural Resources Board Agenda Item**

CORRECTED ON PAGES 7, 8, AND 10 OF BOARD ORDER

SUBJECT:

Request that the Board adopt Board Order LE-01-14, proposed rules affecting NR 5 related to boat rules and regulations.

FOR: December 2014 Board meeting

PRESENTER'S NAME AND TITLE: Roy Zellmer, Warden Supervisor, Boating Law Administrator

SUMMARY:

Corrected Sections 30, 34, 36, 37, 38, 39 of the draft board order to retain the term "boat" instead of "recreational vessel". **Corrected** Section 55 of the draft board order to change the term "approaching" to "within 100 feet of".

The Bureau of Law Enforcement recommends adoption of administrative rules that modify sections of Chapter NR 5. The intent of the rule change is to:

meet federal requirements pertaining to vessel registration and titling, personal flotation device, visual distress signal, fire extinguisher and sound producing device requirements;

revise vessel noise level testing to implement changes in the Society of Automotive Engineers recommended practices;

improve officer safety by requiring a slow-no-wake speed within 100' of a patrol boat displaying emergency lights and prohibiting the use of blue lights or lamps on vessels that are not defined as patrol or emergency vessels; and

require that department approved waterway makers be labelled with an assigned approval number.

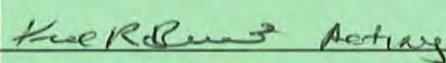
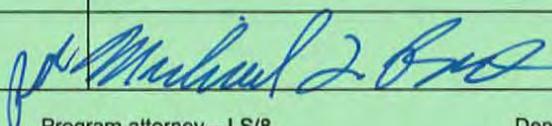
The Natural Resources Board approved the Statement of Scope and authorized public hearings at its May 2014 meeting. The Natural Resources Board was notified on June 2, 2014 of the intent to solicit information and advice for the preparation of an economic impact analysis. Public hearings were held September 5, 2014 in Wausau and September 10, 2014 in Fitchburg. There were no attendees at either public hearing.

Economic impacts of this rule are anticipated to be minimal.

RECOMMENDATION: That the Board adopt Board Order LE-01-14.

LIST OF ATTACHED MATERIALS (check all that are applicable):

- | | |
|---|---|
| <input checked="" type="checkbox"/> background memo | <input type="checkbox"/> Attachments to background memo |
| <input checked="" type="checkbox"/> Fiscal estimate and economic impact analysis (EIA) form | <input type="checkbox"/> Environmental assessment or impact statement |
| <input type="checkbox"/> Response summary | <input checked="" type="checkbox"/> Board order/rule |

Approved by	Signature	Date
Todd Schaller		12-3-14
Not applicable		
Cathy Stepp, Secretary		12-5-14

cc: Board Liaison - AD/8

Program attorney - LS/8

Department rule coordinator - LS/8

DATE: September 22, 2014

TO: All Members of the Natural Resources Board

FROM: Cathy Stepp, Secretary

SUBJECT: Background memo on Board Order LE-01-14, relating to chapter NR 5 Boat Rules and Regulations

1. **Subject of Proposed Rule:** The proposed rule modifies several sections in chapter NR 5, relating to boat rules and regulations.
2. **Background:** The U.S. Coast Guard conducted an on-site review of Wisconsin's State Recreational Boating Safety (RBS) Program. Onsite reviews are used to help determine a state's eligibility to receive funding made available under Title 46 U.S.C. Chapter 131 for the State RBS Program. A state's eligibility is determined by the content of its RBS Program and its conformance to applicable federal laws and regulations. Based on the programmatic review of Wisconsin's State RBS program, two deficiencies were noted that require corrective action. The State laws and regulations do not include a provision for the carriage of visual distress signals (VDS) in waters where required under Title 33 Code of Federal Regulations (CFR), Part 175 Subpart C; and State laws and regulations do not include a provision for the carriage of a sound-producing device where required under the Navigation Rules; International-Inland. State law must require the carriage of the minimum federal equipment requirements in order to meet eligibility requirements as an adequate law enforcement program.

Federal regulations pertaining to customer information for vessel registration and titling and personal flotation device requirements require the states to implement the changes by January 1, 2017.

3. **Why is the rule being proposed?** The above U.S. Coast Guard elements are part of an approved vessel numbering system necessary to maintain overall program approval and eligibility to receive federal financial assistance under the State Recreational Boating Safety Grant Program.
4. **Summary of the rule.**
 - Revise Noise Level Testing Requirements – current language contained in NR 5.125 refers to testing methods J34a, J1970 or J2005. SAE only refers to J34 not J34a. NR 5 should reflect actual Test #/Title of that being J34. Updates to the J34 Monitoring Test reflect a correction factor to a 50' distance/regulation and in J1970 (4.2.1) specifically states: "The applicable reading does not require the measured boat to be at any specific distance from the shoreline or microphone". Officers should not be limited by a minimum distance requirement in code and should rely on each test procedure.
 - Add Slow No Wake within 100' of patrol boat displaying emergency lights – NR 5.33 contains requirements for Restricted Speed Zones. However there are no restrictions for vessel operators approaching a law enforcement boat displaying emergency lights. Due to public safety and law enforcement officer safety concerns, WDNR requests a variation of the "move over law" currently in place on highways.

- Prohibits vessel owners from displaying blue colored lights which may be confused with an authorized patrol or emergency vessel. Pleasure boaters with aftermarket blue LED lighting can easily be mistaken for law enforcement in the dark of night.
- Adds a requirement to label approved waterway markers with a department assigned number to allow law enforcement officers to determine the legality of markers that have been placed.
- Remove sailboards from the personal flotation device requirements per s. 30.62(3)(a).
- Modifications to meet federal requirements include:

Add visual distress signals and sound producing device requirements based on a 2013 U.S. Coast Guard program review of Wisconsin's State Recreational Boating Safety program. The state laws and regulations do not include a provision for the carriage of visual distress signals (VDS) in waters where required under Title 33 Code of Federal Regulations (CFR), Part 175 Subpart C; and the carriage of a sound-producing device where required under the Navigation Rules; International-Inland. State law must require the carriage of the minimum federal equipment requirements in order to meet eligibility requirements as an adequate law enforcement program.

Revisions to application information for boat certificate or number and application for transfer to meet federal requirements. Changes to federal regulations require the collection of unique identification information for each vessel owner who applies for a certificate of number. States have until January 1, 2017 to implement this change.

Require the state issuing authority verify that the owner of a vessel that is issued a state assigned hull identification number has permanently affixed the assigned hull identification number to the vessel in compliance with 33 CFR Part 181, subpart C. Vessel owners will be required to verify that a valid primary vessel HIN has been affixed to the vessel for which a certificate of number is issued, renewed, or upon the transfer of a vessel's ownership. Per the federal regulations, States may use methods of its choosing to verify that each vessel's owner has affixed a valid primary HIN. WDNR would propose to require the vessel owner to complete a statement on the application form or renewal form. States have until January 1, 2017 to implement this change.

- 5. How does this proposal affect existing policy?** See above
- 6. Has Board dealt with these issues before?** The Natural Resources Board approved the Statement of Scope and authorized public hearings at its May 2014 meeting. The Natural Resources Board was notified on June 2, 2014 of the intent to solicit information and advice for the preparation of an economic impact analysis.
- 7. Who will be impacted by the proposed rule?** Vessel owners and law enforcement officers. This rule will protect Wisconsin's law enforcement officers while they patrol the waters of the state and ensure Wisconsin's Recreational Boating Safety program conforms to federal requirements, which will enable the department to continue receiving federal funds.
- 8. Soliciting public input on economic impact synopsis.** A notice soliciting comments regarding an Economic Impact Analysis for revision to chapter NR 5, boat rules and regulations was posted on the internet June 16, 2014. One comment was received from the City of La Crosse Police Department

which stated “the La Crosse Police Department fully supports and encourages the adoption of the proposed modifications. The DNR has worked very closely with the local recreation patrols and I feel the input and comments provided by the local agencies has been heard and are reflective in the proposed revisions.

A notice advertising public hearings on the revision of chapter NR 5, boat rules and regulations and soliciting public input was posted on the internet on August 4, 2014. Public hearings were held on September 5, 2014 in Wausau and September 10, 2014 in Fitchburg. There were no attendees at either public hearing and the department did not receive any comments during the public comment period.

9. **Environmental Analysis.** A strategic analysis under s. NR 150.10(1m), Wis. Adm. Code is not required for Board Order LE-01-14 because the proposed rules do not involve unresolved conflicts concerning alternative uses of available resources. The Department has also determined that the rulemaking process for Board Order LE-01-14 constitutes an equivalent analysis action, under s. NR 150.20(2)(b), Wis. Adm. Code.
10. **Small Business Analysis.** Economic impact of this rule is anticipated to be minimal. No comments were submitted to the Department in response to the Economic Impact Analysis that was developed and posted for public input.

ADMINISTRATIVE RULES Fiscal Estimate & Economic Impact Analysis

1. Type of Estimate and Analysis

Original Updated Corrected

2. Administrative Rule Chapter, Title and Number

NR 5-Boat Rules and Regulations

3. Subject

The intent of the rule revisions are to meet federal requirements, correct noise level testing procedures, improve officer safety and establish a numbering system for approved waterway markers.

4. Fund Sources Affected

GPR FED PRO PRS SEG SEG-S

5. Chapter 20, Stats. Appropriations Affected

6. Fiscal Effect of Implementing the Rule

No Fiscal Effect Increase Existing Revenues Increase Costs
 Indeterminate Decrease Existing Revenues Could Absorb Within Agency's Budget
 Decrease Cost

7. The Rule Will Impact the Following (Check All That Apply)

State's Economy Specific Businesses/Sectors
 Local Government Units Public Utility Rate Payers
 Small Businesses (if checked, complete Attachment A)

8. Would Implementation and Compliance Costs Be Greater Than \$20 million?

Yes No

9. Policy Problem Addressed by the Rule

Revise Noise Level Testing Requirements – current language contained in NR 5.125 refers to testing methods J34a, J1970 or J2005. SAE only refers to J34 not J34a. NR 5 should reflect actual Test #/Title of that being J34. Updates to the J34 Monitoring Test reflect a correction factor to a 50' distance/regulation and in J1970 (4.2.1) specifically states: "The applicable reading does not require the measured boat to be at any specific distance from the shoreline or microphone". Officers should not be limited by a minimum distance requirement in code and should rely on each test procedure.

Add Slow No Wake within 100' of patrol boat displaying emergency lights – NR 5.33 contains requirements for Restricted Speed Zones. However there are no restrictions for vessel operators approaching a law enforcement boat displaying emergency lights. Due to public safety and law enforcement officer safety concerns, WDNR requests a variation of the "move over law" currently in place on highways.

Prohibits vessel owners from displaying blue colored lights which may be confused with an authorized patrol or emergency vessel. Pleasure boaters with aftermarket blue LED lighting can easily be mistaken for law enforcement in the dark of night.

Adds a requirement to label approved waterway markers with a department assigned number to allow law enforcement officers to determine the legality of markers that have been placed.

Remove sailboards from the personal flotation device requirements per s. 30.62(3)(a).

Modifications to meet federal requirements include:

Add visual distress signals and sound producing device requirements based on a 2013 U.S. Coast Guard program

ADMINISTRATIVE RULES Fiscal Estimate & Economic Impact Analysis

review of Wisconsin's State Recreational Boating Safety program. The state laws and regulations do not include a provision for the carriage of visual distress signals (VDS) in waters where required under Title 33 Code of Federal Regulations (CFR), Part 175 Subpart C; and the carriage of a sound-producing device where required under the Navigation Rules; International-Inland. State law must require the carriage of the minimum federal equipment requirements in order to meet eligibility requirements as an adequate law enforcement program.

Revisions to application information for boat certificate or number and application for transfer to meet federal requirements. Changes to federal regulations require the collection of unique identification information for each vessel owner who applies for a certificate of number. States have until January 1, 2017 to implement this change.

Require the state issuing authority verify that the owner of a vessel that is issued a state assigned hull identification number has permanently affixed the assigned hull identification number to the vessel in compliance with 33 CFR Part 181, subpart C. Vessel owners will be required to verify that a valid primary vessel HIN has been affixed to the vessel for which a certificate of number is issued, renewed, or upon the transfer of a vessel's ownership. Per the federal regulations, States may use methods of its choosing to verify that each vessel's owner has affixed a valid primary HIN. WDNR would propose to require the vessel owner to complete a statement on the application form or renewal form. States have until January 1, 2017 to implement this change.

10. Summary of the businesses, business sectors, associations representing business, local governmental units, and individuals that may be affected by the proposed rule that were contacted for comments.

None

11. Identify the local governmental units that participated in the development of this EIA.

None

12. Summary of Rule's Economic and Fiscal Impact on Specific Businesses, Business Sectors, Public Utility Rate Payers, Local Governmental Units and the State's Economy as a Whole (Include Implementation and Compliance Costs Expected to be Incurred)

The department anticipates that the proposed rule will have no more than a minimal economic impact.

13. Benefits of Implementing the Rule and Alternative(s) to Implementing the Rule

This rule will protect Wisconsin's law enforcement officers while they patrol the waters of the state and ensure Wisconsin's Recreational Boating Safety program conforms to federal requirements, which will enable the department to continue receiving federal funds.

14. Long Range Implications of Implementing the Rule

Same as above.

15. Compare With Approaches Being Used by Federal Government

Modifications conform to applicable federal laws and regulations.

16. Compare With Approaches Being Used by Neighboring States (Illinois, Iowa, Michigan and Minnesota)

Adjacent states have substantially the same rules as eligibility to receive federal financial assistance under the State Recreational Boating Safety (RBS) Grant Program is determined by the content of the state's RBS Program and its conformance to applicable federal laws and regulations.

17. Contact Name

Roy Zellmer

18. Contact Phone Number

608/212-5385

This document can be made available in alternate formats to individuals with disabilities upon request.

ADMINISTRATIVE RULES
Fiscal Estimate & Economic Impact Analysis

ATTACHMENT A

1. Summary of Rule's Economic and Fiscal Impact on Small Businesses (Separately for each Small Business Sector, Include Implementation and Compliance Costs Expected to be Incurred)

None

2. Summary of the data sources used to measure the Rule's impact on Small Businesses

None

3. Did the agency consider the following methods to reduce the impact of the Rule on Small Businesses?

- Less Stringent Compliance or Reporting Requirements
- Less Stringent Schedules or Deadlines for Compliance or Reporting
- Consolidation or Simplification of Reporting Requirements
- Establishment of performance standards in lieu of Design or Operational Standards
- Exemption of Small Businesses from some or all requirements
- Other, describe:

4. Describe the methods incorporated into the Rule that will reduce its impact on Small Businesses

5. Describe the Rule's Enforcement Provisions

6. Did the Agency prepare a Cost Benefit Analysis (if Yes, attach to form)

Yes No

DRAFT #3

[December 3, 2014]

ORDER OF THE STATE OF WISCONSIN NATURAL RESOURCES BOARD
AMENDING, RENUMBERING, REPEALING AND CREATING RULES

The Wisconsin Natural Resources Board proposes an order to **repeal** NR 5.11(2)(a) to (e), 5.125(1)(d), 5.125(1)(e), 5.13(2)(c), 5.13(5)(Figure1); to **renumber** NR 5.17; to **renumber and amend** 5.13(2)(d); to **amend** NR 5.01(1)(a), 5.01(1)(b), 5.01(1)(c), 5.01(1)(e), 5.04(1)(c), 5.09(3)(b), 5.11(2), 5.125(1)(b), 5.125(1)(c), 5.125(1)(Note), 5.13(1)(intro.), 5.13(2)(a)(intro.), 5.13(2)(a)1., 5.13(2)(a)2., 5.13(2)(a)3., 5.13(2)(b), 5.13(2)(c), 5.13(3)(a), 5.13(3)(b), 5.13(4)(intro.), 5.13(4)(b), 5.13(5); and to **create** NR 5.001(2m), 5.001(2m)1., 5.001(2m)2., 5.001(2m)3., 5.001(1)(c), 5.001(16a), 5.001(16b), 5.001(17a), 5.01(1)(cm), 5.01(1)(cm)1., 5.01(1)(cm)2., 5.01(1)(cm)3., 5.06(5), 5.06(5)(a), 5.06(5)(b), 5.13(4)(c)1., 5.13(4)(c)2., 5.13(4)(c)4., 5.13(4)(c)5., 5.13(4)(c)6., 5.13(4)(d), 5.13(6), 5.13(6)(a), 5.17(2), 5.33(4), relating to boat rules and regulations.

LE-01-14

Analysis Prepared by the Department of Natural Resources

1. **Statute Interpreted:** 30.505, 30.62(2)(d)2. and 3, 30.62(9) and 30.65(2)

2. **Statutory Authority:** 30.505, 30.62(2)(d)2. and 3, 30.62(9) and 30.65(2)

3. **Explanation of Agency Authority:** The above statutes have been interpreted as giving the department authority to promulgate rules necessary to conform with federal regulations, establish noise level testing procedures, adjust to advances in technology, and necessary in the interest of public safety.

4. **Related Statutes or Rules:** N/A

5. **Plain Language Analysis:** The proposed rule makes several modifications to chapter NR 5.

Sections 1-8 adds definitions for coastal waters, personal flotation devices, visual distress signal to conform to 33 CFR Part 175.

Sections 9-15 require each recreational vessel owner provide an identification number with birth date to register a vessel for a certificate of number as required by 33 CFR Part 174. These elements are part of an approved vessel numbering system necessary to maintain overall program approval and eligibility to receive federal financial assistance under the State Recreational Boating Safety Grant Program.

Sections 16-17 changes the term "state of principal use" to "state of principal operation" as required by 33 CFR Part 174. State of principal operation means the State in whose waters a vessel is or will be operated most during a calendar year.

Sections 18-19-20 require the state issuing authority verify that the owner of a vessel that is issued a state assigned hull identification number has permanently affixed the assigned hull identification number to the vessel in compliance with 33 CFR Part 181, subpart C.

Section 21 adds a requirement to label approved waterway markers with a department assigned number to allow law enforcement officers to determine the legality of markers that have been placed.

Sections 22 modifies fire extinguisher requirements as required by 33 CFR Part 175.

Sections 23-28 corrects noise level testing requirements to meet Society of Automotive Engineers recommended practices.

Section 29-48 revises personal flotation device requirements to remove type requirements and replace with the terms wearable and throwable personal flotation devices as modified by 33 CFR Part 175.

Section 49-52 creates requirements for visual distress signals and sound producing devices as required by Title 33 Code of Federal Regulations (CFR), Part 175 Subpart C. U.S. Coast Guard conducted an on-site review of Wisconsin's State Recreational Boating Safety (RBS) Program. Onsite reviews are used to help determine a state's eligibility to receive funding made available under Title 46 U.S.C. Chapter 131 for the State RBS Program. A state's eligibility is determined by the content of its RBS Program and its conformance to applicable federal laws and regulations.

Based on the programmatic review of Wisconsin's State RBS program, 2 deficiencies were noted that require corrective action. The State laws and regulations do not include a provision for the carriage of visual distress signals (VDS) in waters where required under Title 33 Code of Federal Regulations (CFR), Part 175 Subpart C; and State laws and regulations do not include a provision for the carriage of a sound-producing device where required under the Navigation Rules; International-Inland. State law must require the carriage of the minimum federal equipment requirements in order to meet eligibility requirements as an adequate law enforcement program.

Section 53-54 prohibits vessel owners from displaying blue colored lights which may be confused with an authorized patrol or emergency vessel. Pleasure boaters with aftermarket blue LED lighting can easily be mistaken for law enforcement in the dark of night.

Section 55 requires vessel operators to operate at slow no wake speeds when approaching a patrol or emergency vessel that is displaying an emergency light or siren due to public safety and law enforcement officer safety concerns.

6. Summary of, and Comparison with, Existing or Proposed Federal Statutes and Regulations: A state's eligibility to receive federal financial assistance under the State Recreational Boating Safety (RBS) Grant Program is determined by the content of its RBS Program and its conformance to applicable federal laws and regulations.

State law must require the carriage of the minimum federal equipment requirements in order to meet eligibility requirements as an adequate law enforcement program.

These elements are part of an approved vessel numbering system necessary to maintain overall program approval and eligibility

7. Comparison with Similar Rules in Adjacent States: Adjacent states have substantially the same rules as eligibility to receive federal financial assistance under the State Recreational Boating Safety (RBS) Grant Program is determined by the content of the state's RBS Program and its conformance to applicable federal laws and regulations.

8. Summary of Factual Data and Analytical Methodologies Used and How Any Related Findings Support the Regulatory Approach Chosen: Eligibility to receive federal financial assistance under the State Recreational Boating Safety (RBS) Grant Program is determined by the content of the state's RBS Program and its conformance to applicable federal laws and regulations.

9. Analysis and Supporting Documents Used to Determine the Effect on Small Business or in Preparation of an Economic Impact Report: The department anticipates that the proposed rule will have no more than a minimal economic impact.

10. Effect on Small Business (initial regulatory flexibility analysis): None

11. Agency Contact Person: Roy Zellmer, Boating Law Administrator, Bureau of Law Enforcement, roy.zellmer@wisconsin.gov. 608-212-5385

12. Place where comments are to be submitted and deadline for submission:
Written comments may be submitted at the public hearings, by regular mail or email to:

Penny Kanable
Department of Natural Resources
P.O. Box 7921, Madison, WI 53707.
penny.kanable@wisconsin.gov

Written comments may also be submitted to the department using the Wisconsin Administrative Rules Internet Web site at <http://adminrules.wisconsin.gov>.

Hearing dates and the comment submission deadline are to be determined.

SECTION 1. NR 5.001(2m) is created to read:

5.001(2m) "Coastal waters" means all of the following:

SECTION 2. NR 5.001(2m)(1) is created to read:

NR 5.001(2m)(1) The U.S. waters of the Great Lakes which include Lakes Erie, Huron, Michigan, Ontario, and Superior.

SECTION 3. NR 5.001(2m)(2) is created to read:

NR 5.001(2m)(2) The territorial seas of the United States.

SECTION 4. NR 5.001(2m)(3) is created to read:

NR. 5.001(2m)(3) Those waters directly connected to the Great Lakes and territorial seas including bays, sounds, harbors, rivers, and inlets where any entrance exceeds 2 nautical miles between opposite shorelines to the first point where the largest distance between shorelines narrows to 2 miles, as shown on the National Ocean Service chart used for navigation. Shorelines of islands or points of land present within a waterway are considered when determining the distance between opposite shorelines.

SECTION 5. NR 5.001(11c) is created to read:

5.001(11c) “Personal flotation device” or “PFD” means a device that is approved by the US Coast Guard under 46 CFR Part 160.

SECTION 6. NR 5.001(16a) is created to read:

5.001(16a) “Throwable PFD” means a PFD that is intended to be thrown to a person in the water. A throwable PFD includes a PFD marked as Type IV or Type V with Type IV performance. Unless specifically marked otherwise, a wearable PFD is not a throwable PFD.

SECTION 7. NR 5.001(16b) is created to read:

5.001(16b) “Visual distress signal” means a device that is approved by the US Coast Guard under 46 CFR Part 160 or certified by the manufacturer under 46 CFR Parts 160 and 161.

SECTION 8. NR 5.001(17a) is created to read:

5.001(17a) “Wearable PFD” means a PFD that is intended to be worn or otherwise attached to the body. A wearable PFD includes a PFD marked as Type I, Type II, Type III, or Type V with Type I, II or III performance.

SECTION 9. NR 5.01(1)(a) is amended to read:

5.01(1)(a) Name of ~~the~~ each owner.

SECTION 10. NR 5.01(1)(b) is amended to read:

5.01(1)(b) Address of ~~the~~ each owner, including Zip code.

SECTION 11. NR 5.01(1)(c) is amended to read:

5.01(1)(c) Date of birth of ~~the~~ each owner.

SECTION 12. NR 5.01(1)(cm) is created to read:

5.01(1)(cm) Identification information for each vessel owner who applies for a certificate of number to include any of the following:

SECTION 13. NR 5.01(1)(cm)1. is created to read:

5.01(1)(cm)1. Owner's tax identification number.

SECTION 14. NR 5.01(1)(cm)2. is created to read:

5.01(1)(cm)2. Date of birth with driver's license number.

SECTION 15. NR 5.01(1)(cm)3. is created to read:

5.01(1)(cm)3. Date of birth together with other unique number.

SECTION 16. NR 5.01(1)(e) is amended to read:

5.01(1)(e) State in which boat is or will be principally ~~used~~ operated.

SECTION 17. NR 5.04(1)(c) is amended to read:

5.04(1)(c) State of principal ~~use~~ operation.

SECTION 18. NR 5.06(5) is created to read:

5.06(5) Upon assignment of a hull identification number required under s. 30.533(2), Stats. the owner shall permanently affix the assigned hull identification number to the starboard side of the transom of the vessel to which the hull identification number is assigned. Each hull identification number must be carved, burned, stamped, embossed, molded, bonded, or otherwise permanently affixed to the watercraft so that alteration, removal, or replacement would be obvious. Use of a plate must be fastened so that removal would cause scarring or damage to surrounding hull area. Hull identification number characters must be no less than ¼ inch in height and not attached to any removable part. The assigned hull identification number must be permanently affixed in 2 places.

SECTION 19. NR 5.06(5)(a) is created to read:

5.06(5)(a). The primary hull identification number in watercraft with transoms shall be affixed to the starboard outboard side within 2 inches of the top of transom, gunwale, or hull deck joint, whichever is lowest. On vessels without transoms or impractical to use transom, to the starboard outboard side of hull, aft, within one foot of the stern and within 2 inches of the top of the hull side,

gunwale or hull deck joint, whichever is lowest. On catamarans and pontoon boats with replaceable hulls, to the aft crossbeam, within 1 foot of the starboard hull attachment.

SECTION 20. NR 5.06(5)(b) is created to read:

5.06(5)(b). The duplicate hull identification number shall be affixed in an unexposed location on the interior of the vessel or beneath a fitting or item of hardware.

SECTION 21. NR 5.09(3)(b) is amended to read:

5.09(3)(b) Such political subdivision of the state shall, prior to authorizing placement, obtain the approval of the department. The political subdivision shall complete a waterway marker application form, indicating their approval or disapproval and submit the application to the department. The department shall review the application and approve or disapprove placement of the waterway markers. The department shall distribute a copy of the permit to the political subdivision, the applicant and the property owner. A copy of the permit will remain on file with the department. Mooring buoys placed within the boundaries of a state or federally approved mooring area are exempt from this section when such placement is authorized by the unit of government having jurisdiction. Approved waterway markers shall be labelled with a department assigned identification number. Waterway markers for which department approval was not obtained may be removed by the department.

SECTION 22. NR 5.11(2) is amended to read:

5.11(2) The fire extinguishers required on each class of motorboat shall be as follows:

<u>Minimum Number of Hand-Portable Fire Extinguishers Required</u>		
<u>Vessel Length</u>	<u>No. Fixed System</u>	<u>With Approved Fixed Systems</u>
<u>Less than 26'</u>	<u>1 B-01</u>	<u>0</u>
<u>26' to less than 40'</u>	<u>2 B-1 or 1 B-11</u>	<u>1 B-1</u>
<u>40' to 65'</u>	<u>3 B-1 or 1 B-11 and 1 B-1</u>	<u>2 B-1 or 1 B-11</u>

SECTION 23. NR 5.11(2)(a) to (e) is repealed:

SECTION 24. NR 5.125(1)(b) is amended to read:

5.125(1)(b) An officer requesting a boat operator to submit to a noise test shall test the boat using testing methods ~~J34a~~ J34, J1970 or J2005.

SECTION 25. NR 5.125(1)(c) is amended to read:

5.125(1)(c) When the J2005 testing method is used, the officer shall deduct 2 decibels from the decibel reading ~~obtained in order for the test to be comparable to the J34a and J1970 tests.~~

SECTION 26. NR 5.125(1)(d) is repealed:

SECTION 27. NR 5.125(1)(e) is repealed:

SECTION 28. NR 5.125(1) (Note) is amended to read:

Note: Copies of the Society of Automotive Engineers Recommended Practice Report ~~J34a~~ J34, J1970 and J2005 entitled "Exterior Sound Level Measurement Procedure for Pleasure Motorboats" may be obtained from the Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, Pennsylvania 15096.

SECTION 29. NR 5.13(1)(intro.) is amended to read:

5.13(1) This section applies to all boats that are propelled or controlled by machinery, sails, oars, paddles or poles or another vessel including ~~but not limited to~~ inflatables and ~~sailboards~~, used on waters subject to the jurisdiction of this state except:

SECTION 30. NR 5.13(2)(a)(intro.) is amended to read:

5.13(2)(a)(intro) No person may operate or use a boat recreational vessel boat unless all of the following requirements are met ~~at least one PFD of the following types or their equivalents listed in figure 1 is on board for each person:~~

SECTION 31. NR 5.13(2)(a)1. is amended to read:

5.13(2)(a)1. ~~Type I PFD~~ At least one wearable PFD is on board for each person.

SECTION 32. NR 5.13(2)(a)2. is amended to read:

5.13(2)(a)2. ~~Type II PFD~~ Each PFD is used in accordance with any requirements on the approved label.

SECTION 33. NR 5.13(2)(a)3. is amended to read:

5.13(2)(a)3. ~~Type III PFD~~ Each PFD is used in accordance with any requirements in its owner's manual, if the approval label makes reference to such a manual.

SECTION 34. NR 5.13(2)(b) is amended to read:

5.13(2)(b) No person may operate or use a ~~boat recreational vessel boat~~ 16 feet or more in length, except a canoe or kayak, unless at least one ~~type IV throwable PFD or its equivalent listed in figure 1~~ is on board in addition to the ~~PFDs~~ total number of wearable PFDs required in par.(a).

SECTION 35. NR 5.13(2)(c) is repealed:

SECTION 36. NR 5.13(2)(d) is renumbered and amended to read:

5.13(2)(c) No person may operate or use a ~~boat recreational vessel boat~~ of any size to carry passengers for hire unless at least one ~~type I wearable PFD or its equivalent listed in figure 1~~ is on board for each person and in addition one ~~ring life buoy as listed in figure 1~~ throwable PFD must be carried on board such ~~boats recreational vessels~~ which are 26 feet or more in length.

SECTION 37. NR 5.13(3)(a) is amended to read:

5.13(3)(a) No person may use a ~~boat recreational vessel boat~~ unless each ~~type I, type II, type III or type V~~ wearable PFD required by sub. (2) is readily accessible.

SECTION 38. NR 5.13(3)(b) is amended to read:

5.13(3)(b) No person may operate or use a ~~boat recreational vessel boat~~ unless each ~~type IV~~ throwable PFD required by sub. (2) is immediately available.

SECTION 39. NR 5.13(4)(intro.) is amended to read:

5.13(4)(intro.) CONDITIONS, APPROVAL, MARKING. No person may operate or use a ~~boat recreational vessel boat~~ unless each device required by this section is marked as follows:

SECTION 40. NR 5.13(4)(b) is amended to read:

~~5.13(4)(b) Legibly marked with the approval number as listed in figure 1 for items subject to approval, and~~ Of an appropriate size for the person for whom it is intended.

SECTION 41. NR 5.13(4)(c) is amended to read:

~~5.13(4)(c) Of an appropriate size for the person for whom it is intended. Each personal flotation device must be marked in accordance with the recognized laboratory's listing and labelling requirements. At a minimum, labels must include all of the following:~~

SECTION 42. NR 5.13(4)(c)1. is created to read:

5.13(4)(c)1. Size information, as appropriate.

SECTION 43. NR 5.13(4)(c)2. is created to read:

5.13(4)(c)2. The US Coast Guard approval number.

SECTION 44. NR 5.13(4)(c)3. is created to read:

5.13(4)(c)3. Manufacturer's contact information.

SECTION 45. NR 5.13(4)(c)4. is created to read:

5.13(4)(c)4. Model name and number.

SECTION 46. NR 5.13(4)(c)5. is created to read:

5.13(4)(c)5. Lot number and manufacturer date.

SECTION 47. NR 5.13(4)(c)6. is created to read:

5.13(4)(c)6. Any limitations or restrictions on approval or special instructions for use.

SECTION 48. NR 5.13(4)(d) is created to read:

5.13(4)(d) Marking must be of a type which will be durable and legible for the expected live of the device.

SECTION 49. NR 5.13(5) is amended to read:

~~5.13(5) Personal Flotation Device Equivalents. Figure 1 lists devices that are equivalent to personal flotation devices.~~ Visual Distress Signals. It is unlawful to operate any watercraft on the coastal waters of the United States without having onboard visual distress signals as required and approved by the U.S. Coast Guard, so placed as to be readily accessible and in such condition as to be ready for immediate and effective use.

SECTION 50. NR 5.13(5) Figure 1 is repealed:

SECTION 51. NR 5.13(6) is created to read:

5.13(6) Sound Producing Devices. As required by the U.S. Coast Guard Navigation Rules, a vessel less than 39.4 feet must, at a minimum, have some means of making an efficient sound signal, (i.e., handheld air horn, athletic whistle, installed horn, etc. A human voice or sound is not acceptable.

SECTION 52. NR 5.13(6)(a) is created to read:

5.13(6)(a) A vessel 39.4 feet or greater, must have a sound signaling appliance capable of producing an efficient sound signal, audible for ½ mile with a 4 to 6 seconds duration. In addition, the vessel must carry on board a bell with a clapper. The bell size shall be no less than 7.9 inches, based on the diameter of the mouth.

SECTION 53. NR 5.17 is renumbered to NR 5.17 (1)

SECTION 54. NR 5.17(2) is created to read:

5.17(2) No vessel may be equipped with or display any blue colored light or lamp unless the vessel is a patrol boat defined in s. 30.50(9b), Stats.

SECTION 55. NR 5.33(4) is created to read:

5.33(4) No motorboat shall be operated in excess of a slow no wake speed when approaching within 100 feet of a stationary or drifting authorized patrol vessel or emergency vessel displaying an emergency light or siren.

SECTION 56. EFFECTIVE DATE. This rule takes effect on the first day of the month following publication in the Wisconsin Administrative Register as provided in s. 227.22 (2) (intro.), Stats.

SECTION 57. BOARD ADOPTION. This rule was approved and adopted by the State of Wisconsin Natural Resources Board on [DATE].

Dated at Madison, Wisconsin _____.

STATE OF Wisconsin DNR

DEPARTMENT OF NATURAL RESOURCES

BY _____

Cathy Stepp, Secretary

(SEAL)