

On-Water Recreational Boating Skills Standard – HUMAN

This HUMAN Checklist will enable you to systemically observe and assess the level of proficiency with which a Boat Operator demonstrates the skills identified within the HUMAN Standard. It contains the skills (elements) contained within the HUMAN Standard.

Instructions:

1. Observe Boat Operator engage in operations, procedures or maneuver.
2. Place a checkmark in boxes next to the sentences that best describe the quality of what you observe (PLACE ONE CHECKMARK PER ROW).
3. If you want to emphasize a particular observation, circle any of the words in the sentences that reflect what you observe.
4. If needed, provide general comment at bottom of each page.
5. Make an overall observation about what you observed during the observation.

NOTES:

1. The standards in the rubric are not in numerical order. They are ordered in a suggested order of on-water accomplishment.
2. If you see the operator is about to do something unsafe during their checkout, intervene immediately.

On-Water Recreational Boating Skills Standard – HUMAN Rubric Checklist			
Date of Observation: Name of Operator: Name of Observer: Type of Boat used for Demonstration:			
Operation #1: Prepare to Depart			
1.3A: Obtain (recite), weather conditions, forecasts, and evaluate hazards to navigation and other environmental factors... B: assessing if conditions are favorable for the voyage for length/time of trip.			
A	Obtains and recites detailed weather conditions (wind speed and direction, air temperature, precipitation, cloud cover, water conditions.	Obtains and recites limited and/or inaccurate weather conditions.	Does not obtain or recite weather conditions.
●	●	●	●

B	Obtains and recites forecasts for length/time of trip.	Obtains and recites incomplete weather forecasts for length/time of trip.	Does not obtain or recite forecast.
	●	●	●
C	Identifies hazards to navigation for the length/time of trip.	Obtains limited environmental information.	Does not identify hazards to navigation for the length/time of trip.
	●	●	●
D	Identifies other environmental hazards.	Obtains limited information on other environmental hazards.	Does not obtain information on other environmental hazards.
	●	●	●
E	Accurately assesses conditions for trip before (making appropriate go/no decision) and during trip.		Does not accurately assess trip condition before (making appropriate go/no decision) and during trip.
	●	●	●
7.7A: Avoid cold water shock and hypothermia...B: by wearing appropriate clothing for the venue and using a documented safety technique.			
A	Describes anticipated weather and water conditions.		Does not anticipate weather and water conditions.
	●	●	●
B	Chooses and wears appropriate clothing for anticipated conditions	Chooses but does not wear appropriate clothing for anticipated conditions.	Does not choose or wear appropriate clothing for anticipated conditions.
	●	●	●
1.1A: Put on a life jacket... B: ensuring it is serviceable, fits properly, and is appropriate for the boat/activity.			
A	Chooses life jacket appropriate for the operator's body type and size, boat and activity.		Chooses life jacket not appropriate for the operator's body type and size, boat or activity.
	●	●	●
B	Ensures life jacket is in good working order.	Ensures life jacket is in good working order, but may miss non-critical flaws (e.g., torn pocket) that do not affect flotation.	Does not ensure life jacket is in good working order.
	●	●	●

C	Puts on life jacket.		Does not put on life jacket.
	●	●	●
D	Adjusts life jacket to proper fit.	Adjusts life jacket too loose, improper fit, such that boater may float but is unable to purposefully swim.	Does not adjust life jacket to fit (e.g. Life jacket slips off boater, or is so loose that boater has difficulty breathing or swimming).
	●	●	●
1.5A: Confirm that all others on the craft put on their life jackets... B: ensuring the life jackets are serviceable, fit properly, and are appropriate for the boat/activity.			
A	Confirms all others on craft have chosen life jacket appropriate for wearer's body type and size, boat and activity.		Does not confirm all others on craft have chosen an appropriate life jacket for the wearer's body type and size, boat and activity.
	●	●	●
B	Confirms all others on craft have checked serviceability of their life jacket.	Confirms that some but not all others on craft have checked serviceability of their life jacket.	Does not confirm all others on craft checked serviceability of their life jacket.
	●	●	●
C	Confirms all others on craft have put on life jackets.		Does not confirm all others on the craft have put on life jackets.
	●	●	●
D	Confirms all others on craft have adjusted life jackets to fit.		Does not confirm all life jackets have been adjusted to fit.
	●	●	●
1.2A: Inspect craft systems and safety equipment. B: by completing a pre-departure checklist noting state, federal, and manufacturer requirements for the intended voyage and weather.			
A	Inspects craft systems and safety equipment using a written or memorized pre-departure checklist.	Does not fully inspect craft systems and safety equipment using a written or memorized pre-departure checklist.	Does not fully inspect systems or safety equipment checklist.
	●	●	●

B	Matches systems and equipment to the intended voyage.		Does not match systems and safety equipment to the intended voyage.
	●	●	●
C	Matches systems and safety equipment to the anticipated weather.		Does not match systems and safety equipment to the anticipated weather.
	●	●	●
<p>7.9A: Use essential safety equipment... B: by ensuring it is available on the craft and appropriate for the trip, follows local, state, federal laws and regulations; and employing according to manufacturer instructions.</p>			
A	Ensures appropriate safety equipment is available on the craft.	Checks for appropriate safety equipment.	Does not check for appropriate safety equipment.
	●	●	●
B	Replaces missing or damaged equipment.		Does not replace missing or damaged equipment.
	●	●	●
C	Stows equipment securely.		Does not stow equipment securely.
	●	●	●
D	Uses safety equipment appropriately.		Does not use safety equipment appropriately.
	●	●	●
<p>1.4A: Prepare the craft for departure... B: readying equipment and individuals for intended departure.</p>			
A	Securely stows equipment in/on craft/person.	Places equipment in craft but equipment is not securely stowed in/on craft/person.	Does not place equipment in craft.
	●	●	●
B	Completes pre-departure review of equipment and plans.	Performs incomplete pre-departure review of equipment and plans.	Does not perform pre-departure review of equipment and plans.
	●	●	●
C	Confirms all individual(s) have all necessary safety equipment.	Does not confirm all individual(s) have all necessary equipment.	Individual(s) do not have necessary equipment.
	●	●	●

2.1A: Enter and launch the craft from a dock/slip or shoreline... B: keeping the craft upright with minimal wobbling or loss of control.			
A	Enters/boards craft keeping craft upright with minimal wobbling or loss of control, and no sudden recovery motions while boarding/entering and launching.	Enters/boards craft keeping craft upright but may require sudden recovery motions while boarding/entering and launching.	Falls in water or allows craft to capsize while boarding/entering and launching.
	●	●	●
B	Launches from dock, slip or shoreline using appropriate technique for venue.	Launches from dock, slip or shoreline using inappropriate technique for venue.	Launches causing damage to craft or injury to person.
	●	●	●
C			Does not enter or launch craft.
	●	●	●
2.2A: Check for a clear departure... B: using a 360-degree scan to confirm a clear path of departure with no conflicts with craft's intended actions and boats/activities in the vicinity and ensuring that departure is not a hazard for others underway.			
A	Performs complete (360 degree) scan of the launch area.	Performs an incomplete scan (less than 360 degrees) of the launch area.	Does not complete a scan of the launch area.
	●	●	●
B	Shows evidence all hazards that can cause harm or damage to person or craft are identified prior to launch.	Shows evidence some but not all hazards that can cause harm or damage to person or craft are identified prior to launch.	Does not show evidence hazards that could cause harm or damage to person or craft are identified prior to launch.
	●	●	●
3.1A: Stop the craft... B: within two boat lengths, using the appropriate strokes.			
A	Stops the craft.		Does not stop the craft.
	●	●	●
B	Stops the craft within two boat lengths.	Stops the craft within 2-4 boat lengths.	Stops the craft in more than 4 boat lengths.
	●	●	●

C	Uses <u>effective and appropriate</u> strokes for intended use of propulsion unit (e.g., oar, paddle).	Uses <u>effective but inappropriate</u> strokes for intended use of propulsion unit (e.g., oar, paddle).	
	●	●	●
D		Uses <u>appropriate by ineffective</u> strokes for intended use of propulsion unit (e.g., oar, paddle).	Uses <u>inappropriate and ineffective</u> strokes for intended use of propulsion unit (e.g., oar, paddle).
	●	●	●
E	Keeps the craft upright with minimal wobbling or loss of control, and no sudden recovery motions.	Keeps the craft upright but may require sudden recovery motions.	Falls in water or allows craft to capsize.
	●	●	●
3.2A: Turn the craft from a stationary position... B: 180° to the right and left, within 1-2 boat lengths.			
A	Turns the craft.		Does not turn the craft.
	●	●	●
B	Turns craft 180 degrees to the right and the left.	Turns craft to within 25-30 degrees of target.	Does not turn craft within 25-30 degrees of target.
	●	●	●
C	Executes turn in 1-2 boat lengths.	Turns craft in 2-4 boat lengths.	Turns the craft in more than 4 boat lengths.
	●	●	●
D	Keeps craft upright with minimal wobbling or loss of control, and no sudden recovery motions.	Keeps craft upright but may require sudden recovery motions.	Falls in water or allows craft to capsize.
	●	●	●
E	Uses <u>effective and appropriate</u> strokes for intended use of propulsion unit (e.g., oar, paddle).	Uses <u>effective but inappropriate</u> strokes for intended use of propulsion unit (e.g., oar, paddle).	
	●	●	●
F		Uses <u>appropriate but ineffective</u> strokes for intended use of propulsion unit (e.g., oar, paddle).	Uses <u>inappropriate and ineffective</u> strokes for intended use of propulsion unit (e.g., oar, paddle).
	●	●	●

3.3A: Propel the craft in a figure of 8 course (*if applicable)... B: around markers 3-4 boat lengths apart using a variety of strokes.			
A	Propels craft in a figure of 8 course while maintaining forward momentum.	Propels craft in a figure of 8 course, but completely loses forward momentum at least once.	Does not complete a figure of 8 course.
	●	●	●
B	Completes a figure of 8 course, around markers 3-4 boat lengths apart, with each turning diameter no greater than 4 boat lengths.	Completes the figure of 8 course, around markers 3-4 boat lengths apart, with each turning diameter within 4-6 boat lengths.	Completes a figure of 8 course with either turning diameter more than 6 boat lengths.
	●	●	●
C	Uses <u>effective and appropriate</u> strokes for intended use of propulsion unit (e.g., oar, paddle) during maneuver.	Uses <u>effective but inappropriate</u> strokes for intended use of propulsion unit (e.g., oar, paddle).	
	●	●	●
D		Uses appropriate but ineffective strokes for intended use of propulsion unit (e.g., oar, paddle).	Uses inappropriate and ineffective strokes for intended use of propulsion unit (e.g., oar, paddle).
	●	●	●
E	Keeps craft upright with minimal wobbling or loss of control, and no sudden recovery motions.	Keeps craft upright but may require sudden recovery motions.	Falls in water or allows craft to capsize.
	●	●	●
3.4A: Move the craft sideways (if applicable*)... B: 10 feet (to each side) using proper draw and/or push away techniques.			
A	Propels craft directly sideways.	Propels craft sideways, but has some associated spin, or forward or backward motion.	Does not propel craft sideways.
	●	●	●
B	Propels craft 10 feet in each direction.	Propels craft less than 10 feet in each direction	
	●	●	●

C	Uses <u>effective and appropriate</u> strokes for intended use of propulsion unit (e.g., oar, paddle).	Uses <u>effective but inappropriate</u> strokes for intended use of propulsion unit (e.g., oar, paddle).	
	●	●	●
D		Uses <u>appropriate but ineffective</u> strokes for intended use of propulsion unit (e.g., oar, paddle).	Uses <u>inappropriate and ineffective</u> strokes for intended use of propulsion unit (e.g. oar, paddle).
	●	●	●
E	Keeps craft upright with minimal wobbling or loss of control, and no sudden recovery motions.	Keeps craft upright but may require sudden recovery motions.	Falls in water or allows craft to capsize.
	●	●	●
3.5 A: Propel the craft forward... B: while maintaining proper grip and paddle/oar orientation along with trim and balance of the craft.			
A	Propels the craft forward.		Does not propel the craft forward.
	●	●	●
B	Has proper paddle/oar grip with blades facing the correct direction.	Propels craft using improper grip and/or paddle/oar orientation.	Does not use proper grip or paddle/oar orientation.
	●	●	●
C	Keeps craft upright with minimal wobbling or loss of control, and no sudden recovery motions.	Keeps craft upright but may require sudden recovery motions.	Falls in water or allows craft to capsize.
	●	●	●
4.3A: Turn the craft while maintaining forward motion... B: 90° to the right and left, and based upon a 360° scan of the surrounding area.			
A	Propels craft in a forward motion.		Does not propel craft in a forward motion.
	●	●	●
B	Scans 360 degrees before initiating turn.	Does not scan a full 360 degrees before initiating turn.	Does not scan.
	●	●	●

C	Turns craft 90 degrees to the right and left.	Turns craft within 30 degrees of a 90 degree turn.	Does not turn craft.
	●	●	●
D	Keeps craft upright with minimal wobbling or loss of control, and no sudden recovery motions.	Keeps craft upright but may require sudden recovery motions.	Falls in water or allows craft to capsize.
	●	●	●
E	Uses <u>effective and appropriate</u> strokes for intended use of propulsion unit (e.g., oar, paddle).	Uses <u>effective but inappropriate</u> strokes for intended use of propulsion unit (e.g., oar, paddle).	
	●	●	●
F		Uses <u>appropriate but ineffective</u> strokes for intended use of propulsion unit (e.g., oar, paddle).	Uses <u>inappropriate and ineffective</u> strokes for intended use of propulsion unit (e.g., oar, paddle).
	●	●	●
7.8A: Propel an appropriate course... B: using information provided by navigation markers and hand/whistle signals.			
A	Identifies an appropriate course based on navigation marks and hand/whistle signals from others.		Does not identify an appropriate course based on navigation marks and hand/whistle signals from other boaters on the water.
	●	●	●
B	Propels craft through the identified course.	Propels craft through the identified course with minimal errors.	Does not propel craft through the identified appropriate course.
	●	●	●
4.2A: Move the craft backwards... B: 3-4 boat lengths using reverse strokes while maintaining directional control.			
A	Propels craft backwards.		Does not propel craft backwards.
	●	●	●
B	Propels craft backwards 3-4 boat lengths.	Propels craft backwards 1-3 boat lengths.	
	●	●	●

C	Uses <u>effective and appropriate</u> strokes for intended use of propulsion unit (e.g., oar, paddle).	Uses <u>effective but inappropriate</u> strokes for intended use of propulsion unit (e.g., oar, paddle).	
	●	●	●
D		Uses <u>appropriate but ineffective</u> strokes for intended use of propulsion unit (e.g., oar, paddle).	Uses <u>inappropriate and ineffective</u> strokes for intended use of propulsion unit (e.g., oar, paddle).
	●	●	●
E	Maintains directional control remaining within 30 degrees of intended direction.	Maintains directional control varying greater than 25-30 degrees of intended direction.	Does not control direction of craft.
	●	●	●
F	Keeps craft upright with minimal wobbling or loss of control, and no sudden recovery motions.	Keeps craft upright but may require sudden recovery motions.	Falls in water or allows craft to capsize.
	●	●	●
4.4A: Propel the craft forward in a straight line... B: 15-20 boat lengths using proper strokes to maintain a constant heading.			
A	Propels craft forward in a straight line.	Propels craft forward within 30 degrees of target.	Does not propel craft forward.
	●	●	●
B	Propels craft in a straight line for 15-20 boat lengths.	Propels craft for 10-15 boat lengths.	Does not have control over direction of craft.
	●	●	●
C	Uses <u>effective and appropriate</u> strokes for intended use of propulsion unit (e.g., oar, paddle).	Uses <u>effective but inappropriate</u> strokes for intended use of propulsion unit (e.g., oar, paddle).	
	●	●	●
D		Uses <u>appropriate but ineffective</u> strokes for intended use of propulsion unit (e.g., oar, paddle).	Uses <u>inappropriate and ineffective</u> strokes for intended use of propulsion unit (e.g., oar, paddle).
	●	●	●

E	Keeps craft upright with minimal wobbling or loss of control, and no sudden recovery motions.	Keeps craft upright but may require sudden recovery motions.	Falls in water or allows craft to capsize.
	●	●	●
4.5A: Avoid collisions... B: by maintaining a proper lookout, assessing potential hazardous situations and taking early and decisive action.			
A	Takes action early to avoid collision.	Is slow to take action to avoid collision, leading to rapid and sudden changes in direction.	Fails to take action to avoid a collision.
	●	●	●
B	Maintains safe distance between boats/objects.	Fails to maintain a safe distance between boats/objects.	Collides with boat/object or forces stand-on vessel to take action to avoid a collision.
	●	●	●
C	Maintains proper lookout throughout the entire maneuver.		Does not maintain proper lookout.
	●	●	●
D	Keeps craft upright with minimal wobbling or loss of control, and no sudden recovery motions.	Keeps craft upright but may require sudden recovery motions.	Falls in water or allows craft to capsize.
	●	●	●
5.1A: Check for clear approach... B: using a 360-degree scan to confirm a clear path of arrival with no conflicts with craft's intended actions and boats/activities in the vicinity and ensuring that arrival is not a hazard for others underway.			
A	Performs complete (360 degree) scan of the arrival area.	Performs an incomplete scan (less than 360 degrees) of the arrival area.	Does not complete a scan of the arrival area.
	●	●	●
B	Shows evidence of all hazards that can cause harm or damage to person or craft are identified prior to arrival.	Shows evidence some but not all hazards that can cause harm or damage to person or craft are identified prior to arrival.	Does not show evidence of hazards that could cause harm or damage to person or craft are identified prior to arrival.
	●	●	●

5.2A: Arrive at dock, slip or shoreline and exit the craft... B: keeping the craft upright with minimal wobbling or loss of control.			
A	Arrives at intended destination using <u>appropriate and effective technique</u> for the venue.	Arrives at dock, slip or shoreline using <u>effective but inappropriate technique</u> for venue.	Does not arrive at intended destination.
	●	●	●
B		Uses <u>appropriate but ineffective strokes</u> for intended use of propulsion unit (e.g., oar, paddle).	Uses <u>inappropriate and ineffective strokes</u> for intended use of propulsion unit (e.g., oar, paddle).
	●	●	●
C	Keeps craft upright with minimal wobbling, loss of control, and no sudden recovery motions while arriving and exiting craft.	Keeps craft upright but may require sudden recovery motions while arriving and/or exiting craft.	During arrival, causes damage to craft or injury to person.
	●	●	●
D	Exits the craft.		During arrival, falls in water or allows craft to capsize.
	●	●	●
7.5A: Rescue a person in the water and capsized craft... B: using an appropriate assisted rescue technique and standard practice for rescue priorities.			
A	Retrieves person without injury, securing individual to side of boat or inside craft, or bringing person to shore, using an appropriate technique.		Does not rescue person.
	●	●	●
B	Returns craft to operator using an appropriate technique.		Does not rescue craft.
	●	●	●
C	Returns other equipment to operator using appropriate techniques.		Does not rescue equipment.
	●	●	●

D	Demonstrates awareness of rescue priorities (self, victim, craft, gear).	Does not demonstrate awareness of rescue priorities (self, victim, craft, gear).	Becomes a victim during rescue attempt.
	●	●	●
7.4A: Exit the craft after capsiz... B: using proper body position and contact with the craft and paddle/oar (wet-exit).			
A	Smoothly exits craft after capsiz so as to avoid entrapment.	Exits craft after capsiz but may have brief entrapment.	Becomes entrapped in craft due to capsiz.
	●	●	●
B	Grasps and controls craft within a few seconds of exit.	May grasp craft shortly after exit, but does not control craft.	Does not grasp or control craft after capsiz.
	●	●	●
C	Grasps and controls paddle/oar within a few seconds of exit.	May grasp paddle/oar shortly after exit but cannot control paddle/oar.	Does not grasp or control paddle/oar after capsiz.
	●	●	●
D	Stays with craft.		Does not stay with craft.
	●	●	●
E	Avoids injury.	May have minor injury requiring no treatment.	May have injury that requires treatment.
	●	●	●
7.6A: Rescue self and the craft... B: using a proper self-rescue technique.			
A	Exits craft appropriately.		Does not exit craft appropriately.
	●	●	●
B	Controls craft and equipment.	Has difficulty controlling craft and paddle/oar (may lose paddle/oar).	Has difficulty controlling craft and paddle/oar.
	●	●	●
C	Re-enters and returns to activity using an effective self-rescue technique (e.g., swim self and boat to shore, or deep water re-entry).	Re-enters using an effective self-rescue technique.	Does not complete self-rescue, may require assistance from others.
	●	●	●

6.1A: Secure the craft and equipment... B: using appropriate techniques and anticipating winds, currents and tides.			
A	Secures craft with regard for current conditions and for anticipated changes in weather, current and tides.	Secures craft for immediate conditions without consideration of anticipated future conditions.	Leaves craft unsecured.
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
B	Secures equipment with regard for current conditions and for anticipated weather, current and tides.	Secures equipment for immediate conditions without consideration of anticipated future conditions.	Leaves equipment unsecured.
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Looking back on your observations from this session, please **CHECK THE ONE CIRCLE BELOW** that best describes to the Craft Operator you just observed:

- Overall, I believe this Operator **DEMONSTRATED** Advanced skills and behaviors **BEYOND** those of an entry-level (SAFE boating) recreational **HUMAN-propelled** Craft Operator.
- Overall, I believe this Operator **DEMONSTRATED** Entry-level (SAFE boating) skills and behaviors of an entry-level recreational **HUMAN-propelled** Craft Operator.
- Overall, I believe this Operator **DID NOT DEMONSTRATE** Entry-level (SAFE boating) skills and behaviors of an entry- level recreational **HUMAN-propelled** Craft Operator