

## On-Water Recreational Boating Skills Standard – POWERBOAT

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

<b>POWER Rubric Checklist</b>			
<b>Date of Observation:</b>			
<b>Name of Operator:</b>			
<b>Name of Observer:</b>			
<b>Type of Powerboat used for Demonstration:</b>			
<b>Operation 1: Prepare to Depart (Takes Place on Land)</b>			
<b>1.2A: Obtain (recite), weather conditions, forecasts and evaluate hazards to navigation and other environmental factors ...B: by assessing whether conditions are favorable for the voyage for length/time of trip.</b>			
<b>A</b>	Has evidence showing current forecast weather conditions	Has incomplete or inaccurate evidence showing current weather conditions; or only partially aware of its contents.	Cannot present evidence showing current forecast weather conditions.
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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<b>B</b>	Has forecast to cover full time plus reasonable extra time to be spent on water.	Has forecast to cover only partial time on the water with no allowance for extra time that might be spent on water.	Has forecast that fails to cover entire period of trip.
	●	●	●
<b>C</b>	Checks current weather conditions for consistency with forecast.	Does not fully check current weather conditions for consistency with forecast.	Fails to check current weather conditions for consistency with forecast.
	●	●	●
<b>D</b>	Has assessed weather in relation to the type (openness) of the waters on which the boat will be operating.	Has only partially assessed weather in relation to the type (openness) of the waters on which the boat will be operating.	Has not assessed weather conditions in relation to the type (openness) of the waters on which the boat will be operating.
	●	●	●

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

<b>A</b>	Reads the label on the life jacket to ensure it is USCG approved and checks it is in serviceable condition.		Does not read label on the life jacket to check for USCG approval, serviceability or appropriateness for boating activity.
	●	●	●
<b>B</b>	Selects a life jacket with proper chest size and weight for wearing, appropriateness for boating activity.		Selects life jacket with inappropriate chest size and weight.
	●	●	●
<b>C</b>	Fastens all straps, zippers and ties.		Does not fasten all straps, zippers and ties.
	●	●	●
<b>D</b>	Tightens adjustment straps and tucks in loose ends.	Tightens adjustment straps and tucks in loose ends. Jacket is still loose.	Does not tighten adjustment straps or tuck in loose ends.
	●	●	●
<b>E</b>	Makes adjustments to ensure proper fit.	Readjust straps to ensure proper fit.	The life jacket is too large or too small and therefore does not fit correctly.
	●	●	●

<b>7.5A: Confirm that all others on the boat put on their life jacket... B: ensuring the life jackets are, serviceable, fit properly, and are appropriate for the boat/activity.</b>			
<b>A</b>	Demonstrates awareness that passenger has properly chosen a lifejacket and has correctly put the lifejacket on with all fasteners and straps properly secured.	Is UNCERTAIN of no more than one safety feature regarding the selection of lifejackets or the proper wearing of the jacket by passenger.	Is UNAWARE of more than one safety feature regarding the selection of lifejackets or the proper wearing by passenger.
	●	●	●
<b>1.3A: Board the boat...B: by using three points of contact and distributing persons/gear while maintaining stability.</b>			
<b>A</b>	Inspects boat to ensure it is securely attached to dock so as to allow safe loading and boarding.	Makes an incomplete inspection of boat's attachment to dock.	Fails to pay attention to the manner in which boat is attached to the dock.
	●	●	●
<b>B</b>	Checks proper use of fenders.		Fails to determine if boat is contacting dock in a fashion that could cause damage.
	●	●	●
<b>C</b>	Passes equipment to person already aboard.	Passes equipment to a person already on board boat most of the time with one lapse.	Attempts to carry equipment while embarking or debarking boat.
	●	●	●
<b>D</b>	Does not carry equipment while boarding the boat.	Loads boat in safe manner but impairs full maneuverability.	Loads boat in manner that produces dangerous or unacceptable heel or trim.
	●	●	●
<b>E</b>		Safely boards boat but in a manner that could lead to injury or falling overboard.	Embarks/debarks in an unsafe manner.
	●	●	●
<b>F</b>	Uses hands in addition to feet to stabilize self while boarding. Is conscious of boat balance in positioning equipment and passenger in boat.	Does not fully stabilize self with hands while boarding.	
	●	●	●
<b>G</b>	Moves carefully and securely when embarking/debarking.	Moves awkwardly while in the boat.	Moves abruptly and awkwardly in boat creating potential hazard to passenger or self.
	●	●	●

<b>H</b>			Falls overboard.
<b>1.1A: Inspect boat systems and safety equipment...B: by completing a pre-departure checklist noting legally required (state, federal) equipment, and manufacturer recommendations appropriate for the intended voyage and forecasted weather; identify mooring/towing/anchoring point.</b>			
<b>A</b>	Uses a checklist	Uses a checklist improperly or only part of the time.	Fails to use checklist.
<b>B</b>	Checks thoroughly for legally required equipment, manufacturer-recommended equipment appropriate for boat type, boat's mooring, towing and anchoring cleats, and fittings.	Fails to check thoroughly for: legally required equipment, manufacturer-recommended equipment appropriate for boat type, all mooring and anchoring cleats and attachments, forecast weather conditions.	Does not check for legally required equipment, manufacturer-recommended equipment appropriate for boat type.
<b>C</b>	Has checked weather conditions forecast for period of expected operation and beyond.		Has failed to check weather.
<b>D</b>	Has a means of communicating distress and other messages to persons ashore or on other boats, including use of visual distress signals and marine VHF.	Has limited means of communicating distress and other messages to persons ashore or other.	Has no means of communicating distress and other messages to persons ashore or other boats including use of visual distress signals and marine VHF.
<b>E</b>			Fails to check mooring, anchoring cleats and attachments.
<b>1.5A: Start the engine... B: safely and ensure it is running properly</b>			
<b>A</b>	Ensures battery switch is in start position and checks proper connection of fuel lines.	Has difficulty initially starting engine due to battery switch position.	Fails to put battery switch in appropriate position and fails to check fuel line.
<b>B</b>	Checks proper connection of fuel lines.	Has difficulty initially starting engine due to connection of fuel lines.	Fails to check fuel line connections.
<b>C</b>	Runs blowers for four minutes.		Fails to use blower.

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<b>D</b>	Checks for fuel quantity and fumes.		Fails to check adequately for fuel quantity or fumes.
	●	●	●
<b>E</b>	Pressurizes fuel system using bulb.		Fails to pressurize fuel system using bulb.
	●	●	●
<b>F</b>	Ensures engine tilt is lowered.		Attempts to start engine with engine tilted up.
	●	●	●
<b>G</b>	Attaches Emergency Engine Cutoff Switch lanyard.	Has difficulty initially starting engine due to Emergency Engine Cutoff Switch lanyard not attached.	Fails to attach Emergency Engine Cutoff Switch lanyard.
	●	●	●
<b>H</b>	Checks that engine is in neutral and that throttle is in start position.	Initially attempts to start with engine in gear or when throttle is not in start position.	Attempts to start engine when throttle is not in correct position.
	●	●	●
<b>I</b>	Ensures proper position/need for choke or priming system.	Has difficulty initially starting engine due to proper position/need for choke or priming system.	Attempts to start engine without proper use of choke/primer.
	●	●	●
<b>J</b>	Checks for clearance around propeller and cooling water intake.		Fails to check for clearance around propeller or cooling water intake.
	●	●	●
<b>K</b>	Correctly activates electrical or manual starter.		Attempts to start engine without correctly activating electrical or manual starter.
	●	●	●
<b>L</b>	Immediately checks for water flow.	Fails to immediately check for water flow or check thoroughly for fuel quantity or fumes (if applicable).	Does not check water flow.
	●	●	●

<b>M</b>	Allows engine to stabilize and warm. Checks full throw of steering.	Has difficulty keeping the engine running due to: closed fuel tank vent, failure to pressurize fuel system using bulb, or not allowing engine to stabilize and warm sufficiently before trying to move boat.	Does not allow engine to stabilize and warm, or check for full throw of steering or shift mechanism; engine dies repeatedly due to inadequate venting of fuel tank.
<b>N</b>	Briefly shifts engine into forward, neutral and reverse to check shift mechanism.		
	●	●	●
<b>O</b>			Repeatedly attempts to start engine while in gear.
	●	●	●
<b>1.4A: Prepare the boat for departure... B: by readying lines, equipment and passenger/crew for intended departure maneuver.</b>			
<b>A</b>	Ensures docking lines are readied for easy and clear release without snagging.	Does not fully ensure docking lines are readied.	Fails to ensure docking lines are ready for departure.
	●	●	●
<b>B</b>	Checks wind and current for effect in getting underway and departing the area.	Cursorily checks wind and current for effect in getting underway.	Fails to check wind and current for effect in getting away and departing the area.
	●	●	●
<b>C</b>	Clearly communicates expectations and duties to passenger.	Incompletely communicates expectations and duties to passenger.	Does not communicate expectations and duties to passenger.
	●	●	●
<b>D</b>	Completes required safety briefing for passenger including location and use of safety equipment.	Incompletely communicates safety briefing to passenger including location and use of safety equipment.	Does not complete required safety briefing for passenger including location and use of safety equipment.
	●	●	●
<b>E</b>	Communicates plan for getting underway and departing the dock area.	Has planned incompletely for getting underway and departing the dock area.	Has not planned for getting underway and departing the dock area.
	●	●	●

F	Secures gear and readies equipment.	Secures some but not all gear and readies most of the equipment.	Fails to ensure gear is secure or safety equipment is ready.
	●	●	●
<b>Operation 2: Leave the Dock</b>			
<b>2.2A. Check for a clear departure...B: confirming that there are no conflicts with boat's intended actions with boats and activities in the vicinity.</b>			
A	Performs 360-degree lookout for boats, environment and situation.	Performs incomplete lookout for boats, environment and situation.	Fails to perform lookout for boats, environment and situation.
	●	●	●
B	Checks to ensure propulsion unit is clear.		Fails to ensure propulsion unit is clear.
	●	●	●
<b>2.1A: Get underway from the dock... B: using shift, throttle and steering giving consideration to wind, current while properly managing lines maintaining look out (throughout all activities).</b>			
A	Performs 360-degree lookout for boats, environment and situation prior to getting underway.	Performs incomplete lookout for boats, environment and situation prior to getting underway.	Fails to perform lookout for other boats, environment and situation prior to getting underway.
	●	●	●
B	Alerts passenger to prepare for getting underway.		
	●	●	●
C	Unties and casts off all lines unless using a spring line.		Fails to cast off all dock lines in a manner that controls the boat's departure.
	●	●	●
D	Gets fenders on board when boat is clear of dock.	Takes spring line and fenders on board when clear of dock.	Fails to take fenders on board when clear of dock.
	●	●	●
E	Coils and stows lines.	Lines are not coiled correctly and/or stowed.	Leaves lines attached to the boat hanging off the side of the boat.
	●	●	●

<b>F</b>	Attaches Emergency Engine Cutoff Switch lanyard (If using wireless device, makes certain it is turned on, functional, and properly worn).		Fails to attach Emergency Engine Cutoff Switch lanyard or does so incorrectly (if using wireless device, fails to make certain it is turned on, functional, and properly worn).
	●	●	●
<b>G</b>	Shifts gears smoothly and cleanly into forward or reverse at idle speed.	Shifts gears smoothly and cleanly into forward or reverse then into idle 75% of the time.	Shifts gears cleanly and smoothly into forward or reverse and then idle less than 75% of the time.
	●	●	●
<b>H</b>	Engages throttle smoothly from idle speed to no-wake speed.	Advances throttle smoothly from idle speed to no-wake speed with some excessive throttle.	Is unable to smoothly engage throttle from idle speed to no-wake speed and includes sudden and excessive throttle movement.
	●	●	●
<b>I</b>	Positions helm before shifting from neutral to forward.		Does not position helm before shifting.
	●	●	●
<b>J</b>	Turns steering mechanism in intended direction of the boat.		Does not turn, or delays turning steering mechanism in intended direction of boat.
	●	●	●
<b>K</b>	Steers boat accurately and smoothly.		
	●	●	●
<b>L</b>	Uses small and timely corrections, going no more than 5 degrees off the desired heading, and clears the dock.	Corrects steering before boat is more than 15 degrees off course with some over – steering or under-steering; and then returns to center as needed to clear the dock.	Steering is not corrected before boat is more than 15 degrees off course and is unable to clear the dock; and is unable to maintain a consistent heading without over or under steering.
	●	●	●



M	Maintains a proper lookout throughout the entire maneuver and looks in the direction the boat is going to go.		Causes other boats or people to take action to avoid a collision.
<b>Operation 3: Maneuver in Close Quarters</b>			
<b>3.4A: Maintain proper lookout...B: by demonstrating frequent 360-degree visual checks and identifying potential hazards.</b>			
A	Is fully aware of other boats and hazards in environment.	Is aware of and evaluates other boats and hazards in environment 80% to 95% of the time.	Is aware of and evaluates other boats and hazards in environment less than 80% of the time.
B	Makes 360-degree scans of area in which boat is operating.	Makes 360-degree scans of area in which boat is operating between 80% and 95% of time.	Makes 360-degree scans of area in which boat is operating less than 80% of time.
C	Pauses at other boats and/or hazards, paying most attention toward direction to which the boat is to be maneuvered.		Does not thoroughly check area to which boat is to be maneuvered.
D			Seems unaware of impending collisions or other issues that may require action.
<b>3.5A: Bring the boat from idle speed to a complete stop... B: within one boat length.</b>			
A	Brings boat to a complete stop to within 1 boat length.	Brings boat to a complete stop within 2-3 boat lengths.	Requires more than 3 boat lengths to stop the boat.
B	Shifts smoothly into neutral and reverse.		Shifts awkwardly between gears.

C		Uses more throttle than needed in reverse.	Uses excessive throttle in reverse causing boat to move backwards or causing passenger to have to hold on.
D	Maintains a straight heading.	Changes heading less than 10 degrees.	Changes heading more than 10 degrees.
E	Maintains proper lookout throughout the entire maneuver.		Does not maintain proper lookout throughout the entire maneuver.
<b>3.2A: Hold position of the boat... B: near an object in the water for at least a minute within two boat lengths.</b>			
A	Maneuvers boat to a position near an object in the water.		
B	Holds position relative to the object within 1-2 boat lengths for at least 1 minute.	Holds position relative to the object within 2-4 boat lengths for 1 minute.	Is unable to hold position relative to the object for any length of time.
C	Maintains proper lookout throughout the entire maneuver.		Does not maintain proper lookout throughout the entire maneuver.
<b>3.1A: Turn the boat...B: by safely executing a pivot turn of at least 180---degrees within a space of 1 to 2 boat lengths.</b>			
A	Turns boat 180 degrees within 1-2 boat lengths.	Turns boat 180 degrees within 2-3 boat lengths.	Turns boat almost 180 degrees taking more than 3 boat lengths.
B	Turns helm only while in neutral.	Occasionally turns helm in wrong direction while in neutral.	Turns helm in wrong directionb, turns the helm while in gear.
C	Shifts gears smoothly.	Has awkward transition into and out of gear.	Frequently shifts into wrong gear.

D	Throttle control is smooth using appropriate amount of power.	Applies more throttle than needed some of the time.	
	●	●	●
E	Maintains proper lookout during entire maneuver.		Does not maintain lookout throughout the entire maneuver.
	●	●	●
<b>3.6A: Back the boat...B: in a predetermined direction for five boat lengths.</b>			
A	Maneuvers boat backwards in a predetermined course for at least 5 boat lengths without losing directional control.	Maneuvers boat backwards in a predetermined direction for 4-5 boat lengths.	Is unable to maintain control of the boat for 4 boat lengths while moving backwards.
	●	●	●
B	Makes timely helm adjustments to stay in a predetermined course.	May lose some directional control.	
	●	●	●
C	Talkes little to no water into the boat.	May take a small amount of water into the boat but adjusts speed accordingly.	Excessive water comes into the boat.
	●	●	●
D	Maintains a proper lookout throughout the entire maneuver with emphasis on looking backwards.	Maintains a proper lookout throughout the entire maneuver and looks backwards 80-95% of the time.	Maintains a proper lookout less than 80% of the time.
	●	●	●
<b>Operation 4: Operate Open Water</b>			
<b>4.4A: Throttle up to and down from slow speed to high speed to slow speed... B: smoothly and with consideration of passenger/crew and gear.</b>			
A	Transitions between speeds smoothly without abrupt throttle movement.	Transitions between sppeds with awkward throttle movement.	Transitions between speeds with erratic throttle movement.
	●	●	●

<b>B</b>	Maintains heading (toward object/marker) within 5 degrees during the speed change.	Drifts from 5 to 15 degrees in heading (toward object/marker) during the speed change.	Fails to maintain heading during speed change within 15 degrees.
	●	●	●
<b>C</b>	Decelerates slowly so as not to have backwash over transom.	Decelerates quickly causing minor backwash over transom.	Decelerates abruptly causing significant backwash over transom.
	●	●	●
<b>D</b>	Warns passengers of pending speed shifts.		Fails to warn passenger of pending speed shifts.
	●	●	●
<b>E</b>	Transitions between speeds WITHOUT causing passenger to suddenly grasp on to someone or something to maintain balance.		Transitions between speeds CAUSING passenger to lose balance or equipment to shift.
	●	●	●
<b>F</b>			Drags out speed changes taking too long with bow too high, and with a large wake.
	●	●	●
<b>G</b>	Adjusts engine trim or trim tabs to facilitate speed changes.	Adjusts engine trim or trim tabs incompletely to facilitate speed changes.	Completely fails to take engine trim or trim tabs (if applicable) into account.
	●	●	●
<b>H</b>	Maintains proper lookout throughout entire maneuver.		Fails to maintain proper lookout through the entire maneuver.
	●	●	●
<b>4.1A: Trim the boat...B: while underway by adjusting position of persons/gear and engine/drive trim or trim tabs.</b>			
<b>A</b>	Positions equipment and passenger to optimize proper trim and list at any speed.	Positions equipment and passenger to optimize proper trim and list 80-95% of the time.	Positions equipment and passenger to maintain optimum trim and list less than 80% of the time.
	●	●	●

<b>B</b>	Properly uses engine trim and trim tabs to maintain optimum and comfortable pitch and heel.	Spends excessive time in bow high, semi-displacement mode before achieving a plane.	Does not use engine trim and trim tabs to maintain optimum and comfortable pitch and heel.
	●	●	●
<b>C</b>	Uses trim to achieve desired cruising speed.	While on the plane, allows occasional plowing and porpoising.	Unable to get up on plan because of improper positions of passenger and equipment, and/or improper use of engine trim and trim tabs.
	●	●	●
<b>D</b>		Obtains desired cruising speed 80% to 95% of the time.	Is able to use engine trim to achieve desired cruising speed less than 80% of the time (resulting in boat porpoising or plowing).
	●	●	●
<b>4.3A: Steer a straight course...B: at high speed in a predetermined direction for 50 boat lengths.</b>			
<b>A</b>	Steers a straight course within 5 degrees at high speed for at least 50 boat lengths.	Fails to steer a straight course within 5 degrees at high speed but steers a straight course within 15 degrees for 50 boat lengths.	Is unable to steer a straight course within 15 degrees at high speed for 50 boat lengths.
	●	●	●
<b>B</b>	Is able to maintain the boat pointing at an object/marker.	Is not able to maintain the boat pointing at an object/marker within 5 degrees but does so within 15 degrees.	Is not able to maintain the boat pointing at an object/marker within 15 degrees.
	●	●	●
<b>C</b>	Maintains proper crusing speed for the maneuver.		Is unable to maintain a consistent speed for 50 boat lengths.
	●	●	●
<b>D</b>	Maintains proper lookout throughout the entire maneuver.		Fails to maintain proper lookout throughout the entire maneuver.
	●	●	●

<b>4.6A: Make course alterations...B: by smoothly changing direction 45 degrees.</b>			
<b>A</b>	Steers boat accurately and smoothly through a 45-degree turn in one direction and holds stable on new heading.	Steers boat through turn with varying rates of speed.	Steers boat erratically through the turn.
	●	●	●
<b>B</b>		Over or under-steers turn by less than 15 degrees.	Over or under steers turn by more than 15 degrees.
	●	●	●
<b>C</b>	Adjusts throttle to maintain speed during turn without ventilation or sliding.	Adjusts throttle to maintain speed during turn without digging a chine, without ventilation or with minor sliding.	Fails to balance throttle and helm to maintain safe rate of turn.
	●	●	●
<b>D</b>	Takes sea state into account to avoid digging a chine during the turn.		Turns too sharply causing digging of chine, ventilation or sliding.
	●	●	●
<b>E</b>	Steers smoothly into turn without causing passenger to lose balance.		Jars passenger and self with rate of turn; and causes passenger or self to lose balance.
	●	●	●
<b>F</b>	Maintains a constant rate of turn and a radius that remains clear of all hazards.	Does not maintain a constant rate of turn and has to adjust radius during turn to remain clear of all hazards.	
	●	●	●
<b>G</b>	Positions self to remain firm during turn and still maintains a proper lookout throughout the entire maneuver.	Initially fails to position self so as to remain firm during turn but maintains proper lookout throughout the entire maneuver.	Fails to maintain any lookout during maneuver.
	●	●	●

<b>4.2A: Turn the boat at high speed... B: by assuming a new heading 45 degrees to port and starboard using appropriate throttle control.</b>			
<b>A</b>	Steers boat accurately and smoothly through 45 degree turn in one direction, holds stable on heading, and then turns back in opposite direction 45 degrees.	Steers boat through turns with varying rates of speed.	Steers boat erratically through turns.
	●	●	●
<b>B</b>	Starts and stops turns at desired headings.	Over or under-steers turn by less than 15 degrees.	Over or under steers turn by more than 15 degrees.
	●	●	●
<b>C</b>	Uses appropriate rate of run for conditions.		Drifts by more than 15 degrees after stopping turn.
	●	●	●
<b>D</b>		Slides, digs chine or ventilates no more than once during turn and makes correction.	Turns dangerously, digging chine, ventilating or sliding.
	●	●	●
<b>E</b>	Maintains speed through turn with throttle.	Allows boat to slow unnecessarily during turn.	Speed drops off excessively (starts or comes off plane) through turn.
	●	●	●
<b>F</b>	Maintains proper lookout before commencing and throughout entire maneuver.		Does not maintain any lookout before commencing or throughout entire maneuver.
	●	●	●
<b>4.5A: Stop the boat...B: from planing or normal operating speed to within five boat lengths ensuring the wake does not over take the stern and with consideration of passenger/crew and gear.</b>			
<b>A</b>	Selects optimal stopping method depending on urgency, speed and sea conditions.	Does not select optimal stopping method depending on urgency, speed and sea condition.	Selects stopping method that is dangerous in terms of urgency, speed and sea condition.
	●	●	●
<b>B</b>	Retards throttle smoothly and positively.	Is hesitant in throttle positioning.	Fails to retard throttle smoothly or delays maneuver.
	●	●	●

<b>C</b>	Maintains heading within 5 degrees.	Fails to maintain heading within 5 degrees but does so within 15 degrees during stop, except for plane stop.	Fails to maintain heading within 15 degrees during stop.
	●	●	●
<b>D</b>	Stops boat within 5 boat lengths.	When decelerating from a plane advances greater than 5 but no greater than 8 boat lengths.	When decelerating from a plane advances greater than 8 boat lengths.
	●	●	●
<b>E</b>		When decelerating from a plane has some water enter the boat over transom.	When decelerating from a plane has large amounts of water enter boat over transom.
	●	●	●
<b>F</b>	Warns passenger of pending stop.		Does not warn passenger of pending stop.
	●	●	●
<b>G</b>	Shifts to neutral or reverse but at speed so as not to cause cavitation, engine kick-up or damage to engine.	Delays shifting to neutral or ships to reverse at a speed causing minor cavitation.	Shifts reverse at a speed that causes cavitation, engine kick-up or damage to engine.
	●	●	●
<b>H</b>	Maintains proper lookout throughout entire maneuver.		Does not maintain proper lookout throughout the entire maneuver.
	●	●	●

**4.7A: Cross waves or wakes...B:** *by using appropriate angle of approach and controlling boat speed for the given wake/wave size and frequency.*

<b>A</b>	Adjusts angle of approach to a wave or series of waves to increase effective distance between waves.	Adjusts angle of approach to a wave or series of waves to increase effective distance between waves 80% to 95% of the time.	Adjusts angle of approach to a wave or series of waves to minimize effect on boat less than 80% of the time.
	●	●	●
<b>B</b>	Adjusts speed as necessary to avoid damage to equipment and minimize discomfort to passenger when operating in waves.	Uses proper speed 80% to 95% of the time to avoid damage to equipment and minimize discomfort to passenger.	Approaches waves too fast more than 20% of the time causing damage to equipment or extreme discomfort to passenger.
	●	●	●



<b>C</b>	Adjusts speed and angle to waves when operating down swell.	Operates at proper angle to waves and speed when operating down swell 80% to 95% of the time.	Does not adjust speed and angle to waves when operating down swell.
	●	●	●
<b>D</b>			Broaches or buries the bow.
	●	●	●
<b>E</b>	Ensures passenger is securely positioned.		Fails to ensure passenger is securely positioned.
	●	●	●
<b>F</b>	<b>Adjusts promptly to changing conditions.</b>	Adjusts to changing conditions but not promptly.	Does not adjust to changing conditions.
	●	●	●
<p><b>7.6A: Stop the boat in "emergency" mode... B: from plane or normal operating speed in less than 2 boat lengths, turning to ensure stern wave passes behind the boat with consideration of passenger and gear.</b></p>			
<b>A</b>	Warns passenger of emergency stop prior to performance.		Does not warn passenger that emergency stop is going to begin.
	●	●	●
<b>B</b>	Makes a smooth 90-degree turn while throttling down to idle, ensuring water does not come into the boat.	Times a smooth but not quite 90-degree turn to ensure wave mostly passes the boat or with little splashing.	Lacks coordination of steering and throttle control, causing stern wave to hit back of boat or enter boat.
	●	●	●
<b>C</b>		Delays initiating the maneuver.	
	●	●	●
<b>D</b>			Makes turn too wide.
	●	●	●
<b>E</b>	Has smooth throttle control.	Engages in awkward throttle control.	
	●	●	●
<b>F</b>	Shifts into neutral after turn.		
	●	●	●
<b>G</b>			Causes passenger and gear to be thrown around boat.
	●	●	●

<b>H</b>	Stops boat in less than 2 boat lengths.	Stops boat in 3 to 4 boat lengths.	Stops boat in more than 5 boat lengths.
	●	●	●
<b>I</b>	Maintains proper lookout throughout the entire maneuver.		Does not check for traffic or maintain proper lookout throughout the entire maneuver.
	●	●	●
<b>7.1A: Return to man overboard...B: within 10 feet and less than 1 minute.</b>			
<b>A</b>	Immediately verbalizes, "Man overboard."		Does not immediately verbalize, "Man overboard."
	●	●	●
<b>B</b>	Gives order to passenger to point at person in water.		Does not give order to passenger to point at person in water.
	●	●	●
<b>C</b>	Ensures throwable flotation aid is thrown.		Does not throw any throwable flotation aid.
	●	●	●
<b>D</b>	Verbalizes, "Hold on," before beginning to turn the boat.		Does not verbalize "Hold on," before turn begins.
	●	●	●
<b>E</b>	Engages in smooth steering and throttle.	Turns boat wider or tighter than necessary.	Makes extra large turn of boat.
	●	●	●
<b>F</b>		Slides, digs chine or ventilates no more than once during turn and makes correction.	Engages in sporadic throttle control with sliding, digging chine or ventilating of the boat.
	●	●	●
<b>G</b>		Allows boat to slow unnecessarily with throttle but adjusts speed.	
	●	●	●
<b>H</b>	Returns to man overboard within 1 minute.	Returns to man overboard within 1 to 2 minutes.	Returns to man overboard in more than 2 minutes.
	●	●	●

<b>I</b>	Positions side of the boat within 8 to 10 feet of the person.	Positions side of the boat to within 10 to 12 feet of person.	Positions boat beyond 12 feet from the person and man overboard is not at the side of the boat.
	●	●	●
<b>J</b>	Makes final approach to MOB with control of the boat at the slowest speed possible.		Is unable to make final approach to MOB with control of boat at the slowest speed possible.
	●	●	●
<b>K</b>	Has boat heading into the wind or current.		Does not head into the wind or current.
	●	●	●
<b>L</b>	Stops boat before reaching MOB but close enough to the MOB to reach using a boat hook pole or by throwing a line a short distance.		Stops boat too short before reaching or passes MOB so boat is not close enough to MOB to reach using a boat hook pole or by throwing a line a short distance.
	●	●	●
<b>M</b>	Maintains proper lookout throughout entire maneuver for boats/objects and man overboard.		Does not maintain proper lookout throughout entire maneuver for boats, objects, man overboard.
	●	●	●
<b>7.2A: Retrieve man onboard... B: without further injury to the person.</b>			
<b>A</b>	Throws a line to an active man overboard or reaches with a boat hook pole.		Does not throw a line to an active man overboard or reach with a boat hook pole.
	●	●	●
<b>B</b>		Misses first throw.	
	●	●	●
<b>C</b>	Turns off engine once physical contact is made with the man overboard.		Keeps the engine running after physical contact is made with man overboard.
	●	●	●

<b>D</b>	Pulls man overboard alongside and creates secure hold.	Pulls man overboard alongside the boat's gunwale or transom and secures the person.	Pulls man overboard alongside but fails to create secure hold. Loses contact with the man overboard.
	●	●	●
<b>E</b>	Uses boarding aid to help person climb into the boat.	Hangs a boarding aid to help the person climb aboard the boat.	Does not use boarding aid to help person climb into the boat.
	●	●	●
<b>F</b>	Assists person climbing on board and retrieves throwable floatation aid.		Does not assist person climbing on board or retrieve throwable floatation aid.
	●	●	●
<b>G</b>	Maintains proper lookout throughout entire maneuver with an eye on the man overboard.		Does not maintain proper lookout throughout the maneuver with an eye on the man overboard.
	●	●	●
<b>4.9A: Avoid collisions... B: by maintaining a proper lookout, assessing potential hazardous situations and taking early and decisive action.</b>			
<b>A</b>	Takes early and positive action to avoid collision.	Is slow to take action or does not take a positive, visible, discernible action to avoid collision.	Fails to take early and positive action to avoid collision.
	●	●	●
<b>B</b>	Maintains safe distance between boats/objects without a close call.	Fails to maintain a safe distance between boat/object.	A close call or collision takes place.
	●	●	●
<b>C</b>	Anticipates other boats' movements.		
	●	●	●
<b>D</b>	Accurately assesses all potentially hazardous situations.	Misses not more than one potentially hazardous situation.	Misses more than one potentially hazardous situation.
	●	●	●
<b>E</b>			Forces stand-on vessel to take action to avoid collision.
	●	●	●

<b>F</b>	Maintains proper lookout throughout the entire maneuver.		Fails to maintain proper lookout during the entire maneuver.
	●	●	●
<b>5.1A: Prepare the boat for arrival (at a mooring buoy)...B: by readying lines, equipment and passenger/crew for intended arrival maneuver.</b>			
<b>A</b>	Has bow, stern, spring lines rigged correctly.	Has some but not all lines rigged.	Fails to have lines rigged and ready.
	●	●	●
<b>B</b>	Fenders attached at appropriate height.	Fenders are attached but may not be at the appropriate height.	Fenders are out of position.
	●	●	●
<b>C</b>	Boat hook pole is on deck.	Boat hook pole is on board but not on deck.	
	●	●	●
<b>D</b>	Briefs passenger about arrival plan.	Does not provide complete briefing of passenger about arrival plan.	Does not brief passenger about arrival plan.
	●	●	●
<b>E</b>	Safely positions passenger.	Does not safely position passenger.	Positions passenger in unsafe manner.
	●	●	●
<b>F</b>	Engages in radio communication with dock if needed.	Does not communicate with dock if needed.	
	●	●	●
<b>G</b>	Stops and checks reverse gear before approaching mooring buoy.		
	●	●	●
<b>H</b>			Loses control of boat by stopping short of mooring buoy.
	●	●	●
<b>I</b>			Overruns mooring buoy.
	●	●	●

<p><b>5.3A: Bring the boat to a predetermined point (mooring buoy)... B: by using a stopping procedure; giving consideration to wind, current and boat traffic; and coming to a full, safe stop within 12 inches of the mooring buoy.</b></p>			
A	Approaches mooring buoy at appropriate angle considering wind and current, and at minimum control speed.	Approaches mooring buoy at an inappropriate angle to the mooring buoy.	Approaches mooring buoy at an angle where bow is nearly head on.
	●	●	●
B		The effect of wind or current is either not used to aide in landing or negatively impacts the landing.	
	●	●	●
C	Uses smooth throttle control.		
	●	●	●
D	Does not rely on reverse to stop at mooring.	Brings boat to full stop using some reverse.	Using significant amount of reverse.
	●	●	●
E	Stops the boat within 12 inches of the mooring buoy.	Stops the boat between 1 and 2 feet from the mooring buoy.	Overruns the mooring buoy.
	●	●	●
F			Causes mooring buoy to be fended off using body limbs.
	●	●	●
<p><b>2.3A: Depart a mooring buoy...B: by avoiding contact with the mooring line and buoy.</b></p>			
A	Performs complete 360-degree lookout for boats, environment and situation.	Performs incomplete lookout for boats, environment and situation.	Fails to perform lookout for boats, environment and situation.
	●	●	●
B	Attaches Emergency Engine Cutoff Switch lanyard (if using wireless device, makes certain it is turned on, functional, and properly worn).		Does not attach Emergency Engine Cutoff Switch lanyard, or does so incorrectly (if using wireless device, does make certain it is turned on, functional, and properly worn).
	●	●	●

<b>C</b>	Alerts passenger to secure gear or ready safety equipment.		Does not alert passenger to secure gear or ready safety equipment.
	●	●	●
<b>D</b>	Maneuvers boat away from mooring buoy engaging throttle smoothly from idle speed to no-wake speed.	Maneuvers boat away from mooring buoy engaging throttle smoothly from idle speed to no-wake speed, with some excessive throttle.	Is unable to engage throttle from idle speed to no-wake speed smoothly and uses sudden and excessive throttle when maneuvering boat away from mooring buoy.
	●	●	●
<b>E</b>	Ensures all lines remain clear and free from propulsion unit.		Mooring lines snag on boat or get tangles in propulsion unit.
	●	●	●
<b>F</b>	Does not bump into the mooring buoy.	Causes boat to come into contact with the mooring buoy but without damage.	Boat contacts mooring buoy causing damage.
	●	●	●
<b>G</b>	Maintains proper lookout throughout the entire maneuver and looks in the intended direction of the boat.		Fails to maintain proper lookout throughout the entire maneuver.
	●	●	●

**Operation 5: Arrive and Depart from a Shoreline**

**3.3A: Maintain directional control at minimum control speed...B: keeping boat on a predetermined course for a distance of at least five boat lengths.**

<b>A</b>	Keeps boat on a predetermined course for a distance of at least 5 boat lengths under minimum control speed.	Keeps boat on a predetermined course for a distance of at least 3-4 boat lengths under minimum control speed.	Is unable to keep boat on a predetermined course for at least 3 boat lengths at minimum control speed.
	●	●	●
<b>B</b>	Maintains a predetermined course within 10 degrees.		Maintains a predetermined course more than 20 degrees.
	●	●	●
<b>C</b>	Steers smoothly and adjusts for wind and/or current.	May oversteer requiring overcorrection at times.	Oversteers most of the time.
	●	●	●

<b>D</b>		Does not adjust heading for wind and/or current.	
	●	●	●
<b>E</b>	Maintains proper lookout throughout the entire maneuver.		Does not maintain proper lookout throughout the entire maneuver.
	●	●	●
<b>5.4A: Arrive at the shoreline... B: without damaging the propulsion unit and avoiding people in the water.</b>			
<b>A</b>	Approaches a shoreline suitable for landing at an appropriate angle considering type of boat and wind, waves and traffic.	Approaches a shoreline suitable for landing at an angle that allows waves to heel boat or take a small amount of water over the transom.	Approaches a shoreline not suitable for landing, considering type of boat and wind, waves and traffic.
	●	●	●
<b>B</b>	Uses minimum control speed with smooth throttle transitions.	Uses minimum control speed with some rough throttle transitions.	
	●	●	●
<b>C</b>			Action by someone other than operator is needed to avoid a collision.
	●	●	●
<b>D</b>	Keeps propulsion unit clear of the bottom, people or objects.		Propulsion unit makes contact with the bottom or objects.
	●	●	●
<b>E</b>	Enables passenger to disembark safely.		
	●	●	●
<b>2.4A: Leave from the shoreline... B: without damaging the propulsion unit and avoiding people in the water.</b>			
<b>A</b>	Performs complete 360-degree lookout for boats, environment and situation.	Performs incomplete lookout for boats, environment and situation.	Fails to perform lookout for boats, environment and situation.
	●	●	●
<b>B</b>	Gets passenger on board without injury.	Has difficulty getting self and passenger on board, but does so eventually.	Passenger falls while boarding the boat.
	●	●	●



<b>C</b>	Adjusts the load of boat to back off shore.		Fails to adjust the load to enable boat to back off the shore.
	●	●	●
<b>D</b>	Looks around propulsion unit before starting engine.		Does not check around propulsion unit before starting engine.
	●	●	●
<b>E</b>	Keeps propulsion unit clear of the bottom, people or objects.		Propulsion unit makes contact with the bottom or objects.
	●	●	●
<b>F</b>	Attaches Emergency Engine Cutoff Switch lanyard (if using wireless device, makes certain it is turned on, functional, and properly worn).		Does not attach Emergency Engine Cutoff Switch lanyard, or does so incorrectly (if using wireless device, does not make certain it is turned on, functional, and properly worn).
	●	●	●
<b>G</b>	Shifts gears smoothly into forward or reverse at idle speed.		
	●	●	●
<b>H</b>	Engages throttle smoothly idle speed to no-wake speed.	Engages throttle idle speed to no-wake speed smoothly, with some excessive throttle.	
	●	●	●
<b>I</b>	Maneuvers away from the ground.		Shifts engine into gear and maneuvers away from ground.
	●	●	●
<b>J</b>	Maintains a proper lookout throughout the entire maneuver and looks in the intended direction of the boat.		Fails to maintain a proper lookout throughout the entire maneuver.
	●	●	●
<b>K</b>			Other boats or people must take action to avoid a collision.
	●	●	●

### Operation 6: Arrive at the Dock (Return to Start Point)

**5.1A: Prepare the boat for arrival (at the dock)...***B: by readying lines, equipment and passenger/crew for intended arrival maneuver.*

<b>A</b>	Has bow, stern, spring lines rigged correctly.	Has some but not all lines rigged.	Fails to have lines rigged and ready.
	●	●	●
<b>B</b>	Fenders attached at appropriate height.	Fenders are attached but may not be at the appropriate height.	Fenders are out of position.
	●	●	●
<b>C</b>	Boat hook pole is on deck.	Boat hook pole is on board but not on deck.	
	●	●	●
<b>D</b>	Briefs passenger about arrival plan.	Does not provide complete briefing of passenger about arrival plan.	Does not brief passenger about arrival plan.
	●	●	●
<b>E</b>	Safely positions passenger.	Does not safely position passenger.	Positions passenger in unsafe manner.
	●	●	●
<b>F</b>	Engages in radio communication with dock if needed.	Does not communicate with dock if needed.	
	●	●	●
<b>G</b>	Stops and checks reverse gear before approaching the dock.		
	●	●	●
<b>H</b>			Loses control of boat by stopping short of the dock.
	●	●	●
<b>I</b>			Collides with dock.
	●	●	●

<b>5.2A: Check for clear approach... B: by confirming there are no conflicts between boat's intended actions and other boats and activities in the vicinity.</b>			
<b>A</b>	Surveys the area visually and waits for traffic to clear before approaching.	Approaches the mooring without waiting for traffic to clear and must take action to avoid other boats or persons in the water.	Causes other boats to take action to avoid a collision
	●	●	●
<b>B</b>	Chooses a space that is sufficient for safe docking.	Chooses a space within which the boat will fit, but requires excessive maneuvering.	Approaches a part of the dock without sufficient space for the boat to safely tie up.
	●	●	●
<b>5.3A: Bring the boat to a predetermined point (dock)...B: by using a stopping procedure; giving consideration to wind, current and boat traffic; and coming to a full, safe stop within 12 inches of the dock (point of contact).</b>			
<b>A</b>	Approaches dock at appropriate angle considering wind and current, and at minimum control speed.	Approaches dock at an inappropriate angle to the dock.	Approaches dock at an angle where bow is nearly head on.
	●	●	●
<b>B</b>		The effect of wind or current is either not used to aide in landing or negatively impacts landing.	
	●	●	●
<b>C</b>	Uses smooth throttle control.		
	●	●	●
<b>D</b>	Does not rely on reverse to dock at dock.	Is able to bring the boat to full stop using some reverse.	Uses significant amount of reverse.
	●	●	●
<b>E</b>	Stops the boat within 12 inches of the dock.	Stops the boat between 1 and 2 feet from the dock.	Hits the dock.
	●	●	●
<b>F</b>			The dock is fended off using body limbs.
	●	●	●

<b>OPERATION 7: Secure the Boat (preparing to leave it unattended)</b>			
<b>6.1A: Secure the boat to the dock...B: by using appropriate knots and lines, anticipating winds, currents and tides expected.</b>			
<b>A</b>	Uses proper knots for securing lines both to the boat and to the point of attachment.	Uses adequate knots for securing lines both to the boat and to the point of attachment with 1-2 less desirable knots.	Fails to use adequate knots for securing lines either to the boat or to the point of attachment, potentially causing the boat to come loose over a long period.
	●	●	●
<b>B</b>	Uses proper line type (spring, bow, stern) and size for securing method.	Fails to use proper line type (spring, bow, stern) and size for securing method, though not resulting in damage.	Fails to use proper line type (spring, bow, stern) and size for securing method, potentially causing the boat to come loose during a long period.
	●	●	●
<b>C</b>	Makes allowance in lines for tidal changes.	Makes allowance in lines for tidal changes with one to two exceptions.	Fails to make allowance for tidal changes such that boat would place unnecessary stress on lines.
	●	●	●
<b>D</b>	Makes allowance in lines for current direction and velocity changes.	Makes allowance for current direction and velocity changes with one to two exceptions.	Fails to make allowance for current direction and velocity changes such that damaging chafing could occur.
	●	●	●
<b>E</b>	Places lines and fenders as needed to prevent damage to boat, dock and lines.	Places lines and fenders in places that are less than perfect but won't damage boat, dock and lines.	Places lines and fenders in places that will cause damage to boat, dock and lines.
	●	●	●
<b>F</b>	Uses weather forecast to determine types and sizes of lines.		Does not use weather forecast to determine types and sizes of lines.
	●	●	●

<b>6.2A: Prepare to depart... B: having checked and/or secured systems and equipment.</b>			
<b>A</b>	Ensures all equipment is properly secured. Ensures bilge pump is in proper position.	Leaves 1-2 items of equipment not properly secured.	Fails to ensure that any equipment is properly secured.
	●	●	●
<b>B</b>	Ensures ports, openings, drains and/or seacocks are properly secured.	Does not properly secure some ports, openings, drains and/or seacocks.	Does not properly secure ports, openings, drains and/or seacocks.
	●	●	●
<b>C</b>	Ensures all systems are secured or in proper positions.	Leaves one or two systems not properly secured or in proper position.	Fails to ensure that all systems are secured or in desired position.
	●	●	●
<b>D</b>	Ensures battery switch is in proper position.		Fails to ensure that battery switch is in proper position.
	●	●	●
<b>E</b>	Gives lines a final check.	Gives lines only a cursory final check.	Fails to give lines a final check.
	●	●	●
<b>6.3A: Depart the boat...B: by disembarking using three points of contact.</b>			
<b>A</b>	Makes a final check to ensure that boat is securely fastened to the dock.	Makes only a cursory final check the boat is fastened to the dock.	Fails to engage in final check to ensure that the boat is securely fastened to the dock.
	●	●	●
<b>B</b>	Maintains three firm points of contact with boat while debarking.	Maintains three firm points of contact but does not fully stabilize self with boat while debarking for only part of the process.	Fails to maintain three firm points of contact or debarks in unsafe manner.
	●	●	●
<b>C</b>	Passes equipment from boat to person already off the boat.	Passes most equipment from boat to person already off the boat.	Carries equipment from boat while debarking
	●	●	●
<b>D</b>	Maintains the boat in a balanced and stable condition while debarking.	Maintains the boat in a marginally balanced and stable condition while debarking.	Fails to maintain the boat in a balanced and stable condition while debarking.
	●	●	●

**DATA COLLECTORS MAKE AN OVERALL OBSERVATION**

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

<input type="radio"/>	Overall, I believe this Operator DEMONSTRATED ADVANCED skills and behaviors BEYOND those of an entry-level (SAFE boating) recreational Sailboat Operator.
<input type="radio"/>	Overall, I believe this Operator DEMONSTRATED ENTRY-LEVEL (SAFE boating) skills and behaviors of an entry-level recreational Sailboat Operator.
<input type="radio"/>	Overall, I believe this Operator DID NOT DEMONSTRATE Entry-level (SAFE boating) skills and behaviors of an entry-level recreational Sailboat Operator.