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This document contains changes resulting from the National Validation Program, the HUMAN domain Knowledge and Skills Standards alignment matrix that was produced by the Standards Collaboration Initiative, and recommended changes resulting from *Yes with Comment* vote from the HUMAN SME vote. It is Version 4 of 5 eventual versions of the HUMAN Standard being developed for inclusion within the USCG's *National System of Standards for Recreational Boat Operation.* Please note that it does not contain the final version of the HUMAN Standard and therefore is being distributed for information purposes only. Additional work needs to be done to complete the final version.

Title: On-Water Recreational boating Skills Standard – HUMAN-propelled (Version 4)

Purpose: To establish the national consensus-based standard for use by course providers for course design and student assessment to raise the overall level of quality, availability and consistency of entry level On-Water, skills-based instruction in HUMAN-propelled recreational craft operation.

Scope: This is the core voluntary standard designed to apply to entry-level HUMAN-propelled On-Water skills-based courses in the U.S. states and territories and District of Columbia and function within a national system of standards for recreational boat operation.

HUMAN

Domain of application

Boat Characteristics: Paddle craft is a vessel powered only by its occupant(s), using a single or double-bladed paddle as a lever without the aid of a fulcrum provided by oar locks, thole pins, crutches, or similar arrangements. Rowing craft is a vessel powered only by its occupants, using an oar as a lever with the aid of a fulcrum provided by oar locks, hole pins, crutches, or similar arrangements.

Wind/Water Conditions: Flat water, with current less than 1 knot, protected from the wind and waves

Operation Conditions: Daytime with no restricted visibility or threatening weather

Stages of entry-level recreational boat operation

NOTE: For those recreational boat operations where the boat is in motion, individual skills-based elements in this On-Water HUMAN Standard are accomplished according to aids to navigation, navigational rules, and regulations applicable to the location in which the skill is being executed.

Note: During the HUMAN Standard National Validation Program used to field test this Standard, all individuals on, in, or near the water wore USCG approved life jackets that were serviceable, fit properly and were appropriate for the individuals' body type and size, boat and activity.

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Operation #1: Prepare to depart

The operator will be able to:

1.1 **A: 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.*

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

1.3 **A: Confirm all others on the craft put on their life jackets…** *B: ensuring life jackets are serviceable, fit properly, and are appropriate for the boat/activity.*

1.4 **A: 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.*

1.5 **A: Prepare the craft for departure…** *B: readying equipment (e.g., secured, appropriate load, craft balanced, etc.) and individuals (e.g., safety equipment, plan, etc.) for intended departure.*

Operation #2: Leave a departure point (e.g., dock, slip, shoreline, etc.)

The operator will be able to:

2.1 **A: Enter and launch the craft…** *B: using appropriate techniques for the venue (e.g., kneeling on a SUP during departure, etc.), keeping the craft upright with minimal wobbling or loss of control.*

2.2 **A: 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.*

Operation #3: Maneuver in close quarters

The operator will be able to:

3.1 **A: Propel the craft forward…** *B: while maintaining proper grip and paddle/oar orientation along with trim and balance of the craft.*

3.2 **A: Stop the craft…** *B: within two boat lengths, using the appropriate and effective strokes, while maintaining trim and balance of the craft.*

3.3 **A: Turn the craft from a stationary position…** *B: 180° to the right and left, within 1-2 boat lengths, based upon a 360° scan of the surrounding area, using appropriate and effective strokes, while maintaining trim and balance of the craft.*

3.4 **A: Move the craft sideways (*if applicable)…** *B: 10 feet (to each side), based upon a 360° scan of the surrounding area, using proper techniques with appropriate and effective strokes, while maintaining trim and balance of the craft.*

**This element is applicable when paddling a canoe, kayak, raft, or stand-up paddleboard.*

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3.5 **A: Propel the craft in a figure of 8 course (*if applicable)…** *B: around markers 3-4 boat lengths apart, based upon a 360° scan of the surrounding area, using appropriate and effective strokes, while maintaining trim and balance of the craft.*

**This element is applicable when paddling a canoe, kayak, raft, stand-up paddleboard, or operating a classic dinghy-type rowboat.*

Operation #4: Operate in open water

The operator will be able to:

4.1 **A: Propel the craft forward in a straight line…** *B: 15-20 boat lengths using appropriate and effective strokes to maintain a constant heading, while maintaining trim and balance of the craft.*

4.2 **A: Turn the craft while maintaining forward motion…** *B: 90° to the right and left, and based upon a 360° scan of the surrounding area and using appropriate and effective strokes, while maintaining trim and balance of the craft.*

4.3 **A: Move the craft sideways (*if applicable)…** *B: 10 feet (to each side) using proper techniques with appropriate and effective strokes, while maintaining trim and balance of the craft.*

**This element is applicable when paddling a canoe, kayak, raft, or stand-up paddleboard.*

4.4 **A: Move the craft backwards…** *B: 3-4 boat lengths using appropriate and effective reverse strokes while maintaining directional control, while maintaining trim and balance of the craft.*

4.5 **A: Avoid collisions…** *B: by maintaining a proper lookout, assessing potential hazardous situations and taking early and decisive action, while maintaining trim and balance of the craft.*

Operation #5: Arrive at a destination (e.g., dock, slip, shoreline, etc.) making first contact

The operator will be able to:

5.1 **A: 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.*

5.2 **A: Arrive at a destination point (e.g., dock, slip, shoreline, etc.) and exit the craft…** *B: using appropriate techniques for the venue (e.g., kneeling on a SUP during arrival, etc.), keeping the craft upright with minimal wobbling or loss of control.*

Operation #6: Secure the boat (preparing to leave craft unattended)

The operator will be able to:

6.1 **A: Secure the craft and equipment…** *B: using appropriate techniques and anticipating winds, currents and tides.*

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Operation #7: Perform general safety/emergency procedures/maneuvers

The operator will be able to:

7.1 **A: Avoid capsizing the craft…** *B: maintaining proper body position and paddle/oar techniques.*

7.2 **A: Exit the craft after capsize…** *B: using proper body position and contact with the craft and paddle/oar (wet-exit).*

7.3 **A: Rescue self and the craft…** *B: using a proper self-rescue technique.*

7.4 **A: Avoid cold water shock and hypothermia…** *B: by wearing appropriate clothing for the venue and using a documented safety technique.*

7.5 **A: Rescue a person in the water and capsized craft…** *B: using an appropriate assisted rescue technique and standard practice for rescue priorities.*

7.6 **A: 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.*

7.7 **A: Propel an appropriate course…** *B: using information provided by navigation markers and hand/whistle signals.*

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About this Work

National System of Standards for Recreational Boat Operation
USCG On-Water Standards Initiative

This work has been produced through US Coast Guard grant funding to US SAILING to facilitate a consensus-based process by which a team of diverse SMEs from across the recreational boating community develops On-Water, entry level, skill-based performance standards as part of a *National System of Standards for Recreational Boat Operation.*

An objective grant facilitator is designing and managing the collaborative development of SAIL, POWER and HUMAN propelled standards that will be made freely available and recognized (not mandated) by the U.S. Coast Guard for voluntary incorporation in beginner-level recreational boating training programs.

For more information, please visit the On-Water Standards Initiative website at: www.onwaterstandards.org. Or, contact K. Brian Dorval, On-Water Standards Facilitator at 716-994-2842. You can also email him at: **brian@thinkfirstserve.com.**

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