

 REGAL

OWNER'S MANUAL

GENERAL VESSEL AND SAFETY

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INTRODUCTION

Boating is a fun and rewarding hobby. Without adequate education, however, boating can be dangerous. Understanding basic operating principles and standard safety precautions before leaving shore is imperative to your safety and enjoyment on the water.

The following manual focuses on rules of the road, safety precautions, and various governmental regulations governing boating. The information contained herein can help reduce the risk of accidents and injury on the water. We have compiled this manual using resources from the US Coast Guard, National Marine Manufacturers Association, American Boat and Yacht Council, and our decades of industry knowledge. Regal urges you to read and understand this manual thoroughly before setting out to help keep you and your loved ones safe.

Regal does not accept any liability or responsibility for accidents resulting from owner operations.

For more information on safe boating practices, visit the US Coast Guard website or usboat.com. Regal recommends taking the usboat.com licensing test for your state to become a licensed boater.



GENERAL



Resources and Information

Owner's Information Packet



At time of delivery, your Regal dealer will provide an owner's information packet in a black satchel bearing the Regal logo. Become familiar with the materials contained in the packet including a copy of your extended warranty and valuable information on your propulsion package, systems, equipment, and care and maintenance.

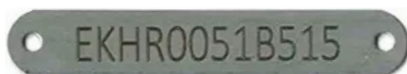
WARNING

Prevent Injury, Death, or property Damage!
read and understand the regal owner's
manual **BEFORE** attempting to operate the
vessel.

Hull Identification Number

The "hull identification number" (HIN) is a fourteen character serial number used to identify your boat. It denotes your manufacturer, model, manufacturer serial number, and month and year of manufacture. The HIN is mounted on the starboard side of your boat's transom just below the rub rail on the transom's vertical surface. Locate and write down the HIN for future reference. It can be useful when ordering parts from your Regal dealer.

Typical HIN Plate



Max Capacity Plate

NMMA Yacht Plate

Note: Layouts may vary.



The Maximum Capacity Plate displays the maximum weight capacity and the maximum number of people the boat can carry safely in good weather and is mounted on boats less than 26 ft. (approx. 8m.) long.

Maximum weight is the combined weight of all passengers, gear, and engines.

Never exceed the maximum weight capacity of your boat. An overloaded boat, or a boat with uneven weight distribution, is difficult to steer and can cause accidents.



The NMMA Yacht Plate indicates that your vessel meets or exceeds the U.S. Coast Guard (USCG) safety standards in effect at the time of certification. It is mounted near the helm on Regal boats 26 ft. (approx. 8m.) and over.

Vessel Information Sheet

Fill out this page to keep all information about your vessel handy and organized.

Owner: _____

Address: _____

City & State: _____

Home Phone: _____ Business Phone: _____

In Case Of Emergency Notify: _____

Address _____

City & State _____

Phone _____

Insurance Agent's Name: _____

Policy#: _____

USCG Phone: _____ Local Police: _____

Marina Phone: _____ Slip (Dock#): _____

Hull Serial #: RGM _ _ _ _ _

Key #: _____ Engine: _____

Selling Dealer: _____

Address: _____

City & State: _____

Phone: _____ Fax: _____

Servicing Dealer: _____

Address: _____

City & State: _____

Phone: _____ Fax: _____

Vessel Float Plan

Document your float plan on this page before departing. Leave it with someone responsible on land who can notify the USCG or police if you do not return as planned. Notify the individual if plans change.

Owner: _____

Address: _____

City & State: _____

Telephone#: _____

Person Filing Report: _____

Make Of Craft: _____

Color_____ Trim_____ Hp _____

Inboard _____ Stern Drive _____

Hull I.D.# _____

Documented Vessel # _____

Registration# _____

Length_____ Boat Name _____

Leave From _____

Destination: _____

Fuel Capacity _____

Est. Time Of Arrival _____

If Not Back By_____ o 'clock Call Authorities

Safety Equipment Aboard:

Life Jackets_____

Flares_____

VHF Radio_____

Food_____Water_____

First Aid Kit_____

Flash Light_____

Cell Phone __#_____

Lap Top_____

E-mail address_____

Persons Aboard:

Name	Age	Address	Phone
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_____	_____	_____	_____
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_____	_____	_____	_____
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Vessel Cruise Checklist

Use this checklist to prepare for your trip. Fill out a copy each time you embark.

- ☐ Check the local weather forecast.
- ☐ Inspect the hull bottom and propellers for damage and marine growth like barnacles.
- ☐ Check the sacrificial anodes on the propulsion unit, transom, and engine. Replace if 2 of the 3 nodes are missing.
- ☐ Check the electrical system and carry extra fuses.
- ☐ Check your bilge pump. If your boat has been in the water, run the pump until water stops flowing. If your boat has been out of the water, check that all bilge water has drained and the drain plug is installed.
- ☐ Check that all safety equipment is on board and in good working order including, but not limited to, personal flotation devices, hand held fire extinguishers, and visual and sonic distress signals.
- ☐ Check fuel level (see, "General Boating Safety," pg. 21).
- ☐ Open the engine compartment and inspect for fuel odors and visible leaks in the fuel, oil, coolant, exhaust, and power steering systems.
- ☐ Check the engine for cracked hoses, worn or loose belts, and loose hardware.
- ☐ Check all fuel filters for water.
- ☐ Check fluid levels of engines, drives, and generators.

Recommended Onboard Equipment

Tools:

Allen Wrenches
Jack Knife
Pliers
Wrench Set
Screwdriver Set
Side Cutters
Ratchet & Socket Set
Hammer
VOA Electrical Tester
Floating Flashlight/Lantern
Duct Tape

Spare Parts:

Coolant
Oil
Extra Light Bulbs
Fuses
Batteries

Basic Gear & Supplies:

Tow Line
Mooring Lines
Dock Fenders
Distress Signals
First Aid Kit
Boat Hook
Wax
Vinyl Cleaner
Emergency Food & Water
Life Raft
Bailer or Hand Pump
Rust Stain Remover Extra Hand
Held Fire Extinguishers
Corrosion Block
Personal Flotation Devices
Rags, Diapers
Shop Vacuum (1 Gal. Cap. Wet-Dry)
Bucket
Squeegee
Binoculars

Delivery Process

Orientation and Inspection

Your dealer must properly complete the delivery process to activate your boat's warranty.

Upon arrival, your dealer will complete an operational orientation of your boat including safety and maintenance instructions. The dealer will also inspect the boat with you in detail. The dealer will document each step of the delivery orientation and inspection on the Customer Delivery Acceptance Form.

After completing the form, you will sign the form acknowledging that the dealer explained the boat's systems and warranty provisions and indicating that all information documented therein is accurate.

Double check the form before signing. An incomplete form or one that is improperly completed may void your warranty.

It is your responsibility to make sure the dealer accurately completes all parts of the Customer Acceptance Delivery Form.

Dealer's Responsibility

It is the dealer's responsibility to provide the location of all relevant owner's resources including, but not limited to: vendor warranties, third party equipment manuals, and the Regal owner's manual for your vessel.

After delivery, your dealer will send all delivery documents to Regal World Headquarters and Regal will send you a warranty certificate within six weeks of boat delivery.

Owner's Responsibility

After completing the Customer Delivery Acceptance Form in full, you are entitled to all benefits and services outlined in your Regal warranty. You also have responsibilities to ensure warranty satisfaction.

1. Read and understand warranty materials.
2. Follow all boating and environmental rules and regulations.
3. Comply with all applicable accident reporting standards and warranty terms and conditions.
4. Read all relevant owner's literature, including this owner's manual, and follow all the recommendations therein.
5. Perform proper maintenance and service your boat according to the standards outlined in your owner's literature.





SAFETY

General Boating Safety

Safety is the skipper's number one priority. As the skipper, you are responsible for the safety of your passengers and all other boats sharing the water. Follow all safety information found in this manual and familiarize yourself and your passengers with safe boating practices every time you embark. Use common sense to analyze the results of an action and always put safety first.

Follow these general guidelines when operating your vessel:

1. Never drink and drive.

Do not mix alcohol and boating. Alcohol impairs the boat operator's ability to make wise decisions and react in emergency situations.

2. Obey all 'Rules of the Road' (see, "Rules of the Road" pg. 39). A weather resistant copy of the rules is included in your black Regal owner's satchel.

3. The spoken word "MAYDAY" is the international signal of distress and is for emergency circumstances only. Never use the word unless there is imminent, life threatening danger.

4. Make sure your boat and essential equipment are in good working order by frequently inspecting the hull, engine, and propulsion components.

5. Posted speed limits, swimming areas, no wake zones, and other restrictions will be marked by white buoys with orange stripes on the top and bottom. Follow all posted restrictions (see, "Navigation Aids" pg. 43).

6. Always have paper charts on board in case of equipment failure. Up to date charts can be purchased from a National Oceanic and Atmospheric Administration authorized dealer. Head to the NOAA website to find a dealer near you.

7. Never allow anyone to sit anywhere on the boat not specifically designed for seating or stand in the bow area while underway.

Boating and Alcohol

Operating a boat while intoxicated is a federal offense. Operators with a blood alcohol content of .08% (.10% in some states) or higher can be subject to a civil penalties of up to \$1000 or criminal fines of up to \$5000 and/or one year imprisonment.

Intoxicated boating causes the most marine accidents each year. Loss of balance, impaired vision, and decreased judgment all contribute to avoidable boating accidents. You are responsible for the safety of your passengers and other boaters at all times.



DANGER

DO NOT DRINK AND DRIVE.

Severe Weather

Before embarking, check weather conditions. Getting caught in severe weather is hazardous. Stay up to date with the latest weather conditions while on the water.

If you are caught in severe weather, do the following:

1. Slow down and proceed with caution.
2. Put on PFDs (see 'Personal Flotation Devices' pg. 29).
3. Turn on running lights.
4. Head to the nearest shore that is safe to approach.
5. Navigate into waves at a 45 degree angle if possible.
6. Have passengers sit low and in the center of the vessel.
7. Make sure the bilge pump stays free of water.
8. Secure loose gear and get emergency equipment ready.
9. If the engine fails, trail a sea anchor from the bow of the boat to keep it headed into the waves.



Fog

Avoid operating your boat in fog. When fog sets in, take bearings and log courses and speeds. Emit a five second blast from your horn or whistle once every minute. Wear personal flotation devices and watch for oncoming vessels.

Shallow Water

Shallow water operation presents a number of hazards including sandbars and changing tidal levels. If the vessel strikes an underwater hazard, check for damage. If the engine vibrates more than normal after striking an underwater obstruction the propeller may be damaged. If you run aground, seek help using using onboard distress signals (see, “Distress Signals,” pg. 33).





Fueling

Use extreme caution when fueling. Never allow smoke or flame nearby while you are fueling. Turn off engines, all electrical equipment, radios, stoves, and other appliances, and remove all passengers from the boat before fueling.

After fueling, ventilate the vessel by opening all ports, hatches, and doors and running the blower for at least four minutes. Check the bilges for fuel vapors before turning on the engine. Use the sniff test to make sure there is no odor of gas anywhere on the boat. Always check for fuel leaks and fumes after fueling. Be certain you have enough fuel for your cruising needs. Practice the one third rule: use one third of your fuel to go out, one third to return, and keep one third in reserve

Do not start the engine until all traces of fuel vapors are eliminated.

Exhaust and Carbon Monoxide

Carbon Monoxide (CO) can be hazardous, especially in exhaust from gasoline engines and generators, grills, stoves, and space heaters. Diesel engines and generators produce much less CO, but even low levels of CO exposure can be dangerous. Be aware of and avoid:

1. Blockage in exhaust outlets. Blockage can cause CO to accumulate in the cabin and cockpit even if doors, hatches, and portholes are open.
4. Anchoring next to another boat that has their engine or generator running for an extended period. Boats nearby can cause your vessel to accumulate CO.

2. Sleeping on board while an engine or generator is running. It is easy to succumb to CO poisoning while asleep.



3. Running an engine or generator next to or in a confined area. Sea walls and other confined spaces such as docks can cause CO to accumulate.

5. Operating the engine for an extended period with the canvas deployed. Back drafting or the “station wagon effect” can cause CO to accumulate in the cabin, cockpit and bridge.



Also:

- Avoid operating your vessel with the bow up while cruising slowly.
- Operating close behind another vessel at slow speeds.



Follow these guidelines to help prevent CO accumulation:

- Make sure all exhaust clamps are in place.
- Look for rust, black streaking, water leaks or damaged fittings. These indicate an exhaust leak.
- Inspect all rubber exhaust hoses for burned or cracked areas. All rubber hoses should feel soft and be free of kinks.
- Make sure that cooling water flows from the exhaust outlet when the engines and generator are started.
- Do not obstruct or modify the ventilation system.
- Do not disable the CO alarms that come installed on your Regal boats and have them serviced periodically.
- When underway, open all hatches, windshield vents, and doors to allow proper airflow from bow to stern. Keep forward facing hatches open at all times, even in inclement weather.
- Listen for changes in exhaust sound. These may be evidence of an exhaust component malfunction.

Symptoms of CO Poisoning

- dizziness
- drowsiness
- nausea
- headache
- ringing in ears
- throbbing temples
- watering/itchy eyes
- flushed appearance
- inattentiveness
- incoherence
- fatigue
- vomiting
- convulsions

Anyone with symptoms of CO poisoning should be placed in a fresh air environment and given medical attention as quickly as possible.

WARNING

INSPECT THE EXHAUST SYSTEM.
IMMEDIATELY REPAIR OR REPLACE
LEAKING, CRACKED AND CORRODED,
OR MISSING EXHAUST COMPONENTS.

NOTICE

CARBON MONOXIDE PRECAUTIONARY
LABELS ARE LOCATED AT THE HELM,
TRANSOM AND CUDDY CABIN.
ENSURE THAT ALL ABOARD READ AND
UNDERSTAND THE SIGNS AND EFFECTS
OF CARBON MONOXIDE (CO).

DANGER

CARBON MONOXIDE IS A TASTELESS,
ODORLESS AND INVISIBLE GAS
THAT CAN CAUSE DISCOMFORT,
SEVERE ILLNESS, AND EVEN DEATH.
EXERCISE CAUTION WHILE OPERATING
GENERATOR OR ENGINES
IN CONFINED SPACES OR AT DOCK
SIDE. DO NOT ALLOW HULL EXHAUST
OUTLETS TO BECOME BLOCKED OR
EXHAUST FUMES CAN BECOME TRAPPED
IN AND AROUND THE CONFINES
OF YOUR BOAT.
DURING IDLE AND SLOW CRUISE
CONDITIONS, BILGE BLOWERS SHOULD
BE USED.

Boating Accidents

Take the necessary precautions to avoid accidents and make sure your passengers are educated and prepared to act in an emergency.

Common causes of boating accidents:

- Mixing boating and alcohol.
- Using the deck walk-around to reach the bow at unsafe speeds.
- Sitting on the bow, deck, or swim platform while underway.
- Boating during inclement weather, especially high winds and thunderstorms.
- Disembarking without checking all fluids and systems, especially fuel system components.
- Inattentive boat operation
- Broken emergency equipment
- Improper boat handling
- Inadequate fuel supply and/or navigational aids in open water
- Not wearing PFDs (see below)

Reporting boating accidents

Operators are legally required to report accidents in 48 hours when the accident involves:

- Death
- Injury required treatment beyond first aid
- Passenger disappearance

A formal report must be made within 10 days for accidents involving more than \$2000 worth of damage or complete loss of vessel



Safety and Security Zones

In response to the terrorist attacks of 9/11 and the attack on the USS Cole, the USCG established Safety and Security Zones to keep U.S. Naval vessels, commercial vessels, cruise ships, and essential infrastructure safe.

Help protect our country by following all rules and regulations.

1. You may not approach within 100 yards (approx. 91 m) of any U.S. naval vessel. When this is unavoidable, contact either the vessel or USCG escort vessel on channel 16 of your VHF-FM radio.
2. You must operate at minimum speed when within 500 yards (approx. 457 m) of these vessels.
3. You must avoid operating your vessel near all cruise liners and some commercial vessels.
4. You must avoid operating your vessel near all security zones and commercial ports. Most dams and power plants near water also have restrictions.

Rendering Assistance

All operators are obligated by law to provide assistance to other vessels in dangerous situations on the water. Operators may be subject to a fine for failure to do so.



Water Sports Safety

Be particularly careful around those engaging in water sports like scuba divers, water skiers and wake boarders, and fishermen.

Scuba Diving



The "diver down" flag indicates there is a diver in water. Use the flag whenever a diver is operating from your boat and continually observe the diver's air bubbles. Whenever you see a diver down flag, maintain at least 100 ft (approx. 30m) distance in inland water and 300 ft. (approx. 91m) in open water.

Towing Sports

Wear a life jacket when engaging in any towing activities like water skiing, wake boarding, wake surfing, or tubing. The life jacket should remain secure upon impact with the water.

Have a passenger observe the person being towed at all times. This "observer" should not be the operator. Turn your engines off whenever someone is using the swim platform or transom to re-board from the water.

Do not engage in towing sports after dark.



Fishing

When underway, stay clear of fishermen. Nets and lines can get cut or caught in our propeller when operating too close. Slow down when approaching fishing boats and do not return to cruising speeds until clear.

When fishing, never anchor in a shipping channel or tie up to a navigational aid. Lookout for shallow water and hidden obstructions. Use a tidal chart to help avoid grounding.



Swim Platform



Make periodic inspections of all hardware that supports the platform including the ladder. Ensure that all connections and fittings are tight and in good condition. Always retract the ladder and secure in the locked position before making headway.

When operating the boat in reverse, ensure that water does not accumulate on the platform or transom, especially in rough seas. Do not exceed the recommended maximum capacity.

⚠ WARNING

**AVOID SERIOUS INJURY OR DEATH!
DO NOT OPERATE THE BOAT
WITH PEOPLE IN THE WATER
ON TOP OR HOLDING ON TO
THE SWIM PLATFORM STRUCTURE.**



SAFETY EQUIPMENT

Personal Flotation Devices

You are legally required to provide one USCG approved, wearable personal flotation device (PFD) to every person on board. PFDs should be in good condition and readily accessible: able to be worn in a reasonable amount of time in an emergency. Devices should not be stored or locked in closed areas. A PFD that cannot be located quickly in an emergency is useless.

Before embarking, show your passengers where their PFDs are stored and how to put them on. Make sure each PFD is the correct size for the wearer. PFDs should fit snugly, without restricting breathing.

Children under 13 must wear a USCG approved life jacket unless they are below deck or in an enclosed cabin.

Some states have regulations that differ from the USCG regulations. Check your local and state laws before embarking with children. A PFD can save your life, but only if you wear it.

The USCG organizes PFDs into five "Types:" I, II, III, IV, and V. Types I, II, III, and V are wearable PFDs. Type IV PFDs are throw-able and the USCG requires that at least one is available on every vessel in addition to the required wearable PFD.

Anyone being towed behind a vessel, i.e. water skiers and wake boarders, are considered on board the vessel and a PFD is required to comply with the USCG requirements. Water skiers and wake boarders should wear PFDs designed to withstand the impact of hitting the water at high speed.



PFD Types

Type I:

This offshore, inherently buoyant jacket is the most buoyant and is effective in all waters where rescue may be delayed. It will turn most unconscious users to a true, face up position in the water.



Type II:

This near-shore buoyant vest is effective in calm waters where there is a chance for quick rescue. It will turn some unconscious people face up in the water, but not as many as Type I. Some models may need to be inflated.



Type III:

This buoyant flotation aid is effective in inland waters where there is chance for immediate rescue. It is normally used for supervised activities like water skiing, wake boarding, or kayaking. It is designed to help wearers keep themselves in a face up position in the water.



Type IV:

These devices are designed to be thrown to an overboard victim for them to grab onto and hold until rescued. They cannot be worn. Type IV includes ring buoys, buoyant cushions, and horseshoe buoys. At least one Type IV PFD is required on all vessels over 16 ft. (approx. 5 m.).



Type V:

This PFD must be inflated to be buoyant and is only effective in the special cases for which it was designed like sailing vests or deck suits. When inflated, it has similar buoyancy to Types I, II, and III. It must be worn while underway to meet USCG PFD requirements: simply having Type V on board will not count.

Maintaining PFDs

A PFD is only useful if it is well maintained. Every PFD has a life expectancy. Be aware of PFD age and replace it with past life expectancy. Use the following checklist to inspect and maintain your PFDs.

- Check for broken zippers, frayed webbing, water soaked kapok bags, missing straps, and stitching that has become undone.
- Clean PFDs with soap and water, and let them dry completely before storing.
- Check any kapok-bagged jackets by squeezing the bag and listening for air. If you hear air escaping, the bag is defective and should be discarded.
- Grab the cover with your fingers. If the cover material rips, the PFD should be discarded.
- If the kapok bag is hard, the PFD should be discarded.

Life Rafts

Inflatable life rafts are recommended for ocean going vessels. Make sure the raft is large enough for everyone on board and contains proper emergency equipment. Make sure the raft is USCG approved and have the unit serviced periodically



Fire Extinguishers

USCG approved marine type fire extinguishers are required on all recreational boats with a permanently installed fuel tank. Fire extinguishers are classified with a letter and a number. The letter indicates the type of fire the extinguisher is designed to put out; the number indicates the size of the extinguisher. USCG approved extinguishers are all type 5-B and can be identified by a marking on the label. Type B extinguishers are designed to put out fires caused by flammable liquids like grease, oil, and gasoline.

Approved extinguishers have a marine type mounting bracket that keeps them mounted when on the water. Extinguishers should be mounted in a readily accessible location that will not hinder passengers while underway. Always check state and local laws and regulations for any additional requirements.

Refer to the table below for fire extinguisher requirements based on your boat's length.

Length (feet)	Minimum number of 5-B portable fire extinguishers required ¹	
	If no fixed fire extinguishing system in machinery space	If fixed fire extinguishing system in machinery space
Under 16	1	0
16 or more, but less than 26	1	0
26 or more, but less than 40	2	1
40 or more, but not more than 65	3	2

¹ One 20-B portable fire extinguisher may be substituted for two 5-B portable fire extinguishers.

Distress Signals

All vessels operating in the navigable, coastal and territorial waters of the United States must be equipped with USCG approved visual distress signals. Vessels owned in the United States and operating on the high seas must also have approved visual distress signals.

Pyrotechnic Devices

Pyrotechnic visual distress signals must be USCG approved and readily accessible. All devices display the service life. Do not use expired devices.

A minimum of six devices is required: three for day and three for night. Some devices will meet both day and night requirements, some will not. Pyrotechnic devices should be stored in a cool, dry location. Devices should be stored in a high visibility, watertight container.

There are three types of USCG approved devices:

1. Pyrotechnic red flares, hand held or aerial (day/night).



2. Pyrotechnic orange smoke, hand held or floating (day).



3. Launchers for parachute flares or aerial red meteors.



Pistol style launchers handle like firearms and should be treated with the same care and caution. Some devices are banned in certain locales. Check state and local regulations before embarking.

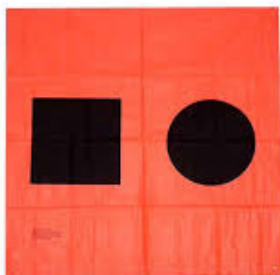
No distress signal is best in all circumstances, but pyrotechnics are widely considered the most effective. They do, however, emit a searing flame that can cause burns and ignite flammable materials. Check the area around you and practice caution when operating.

Non-Pyrotechnic Devices

Non-pyrotechnic visual distress signals must be marked USCG approved and readily accessible.

There are two types of devices:

1. Orange distress flags: For day use only. Must be 3x3 or larger with a black square and ball on an orange background. Should be able to be spotted when displayed from a boat hook or long fishing rod, or when attached to a paddle and waved overhead.



2. Electric distress lights: For night use only. Used to flash the international SOS distress signal in Morse code (...---...). Under inland navigation rules, a white light flashing at regular intervals 50-70 times a minute is commonly considered a distress signal, however, it does not meet the USCG carriage requirements for a visual distress signal.



Do not display any visual distress signals under any circumstances except when assistance is required to prevent immediate danger to passengers.

Sonic Devices

All boats must carry a sound signaling device. Navigation Rules require sound signals be made under certain circumstances like crossing or overtaking (see, "Rules of the Road" pg. 39). All vessels are under 13 meters long and are required to carry a whistle in inland and international waters.

VHF Radio



Very high frequency or VHF radios are used for distress signaling, ship to ship, and ship to shore communication. All Regal boats leave the manufacturer with a VHF-FM radio installed. Channel 16 is the primary channel for ships in distress.

To make a distress call on your VHF-FM radio:

1. Make sure the radio is on.
2. Turn the radio to channel 16.
3. Press/hold the transmit button.
4. Clearly say, "Mayday, Mayday, Mayday."
5. Communicate:
 - Vessel name, HIN, and description
 - Position/location
 - Nature of emergency and
 - Number of people on board
6. Release the transmit button.
7. Wait ten seconds for a response.
8. If there is no response, repeat steps



POLLUTION AND WASTE DISCHARGE

Pollution Regulations

Marpol Treaty

The International Convention for the Prevention of Pollution from Ships (MARPOL) prohibits dumping refuse matter of any kind into the waters of the United States including oil, garbage, and other liquid pollutants.

Federal Water Pollution Control Act

The Federal Water Pollution Control Act prohibits discharge of oil or hazardous substances into the navigable waters of the United States. No vessel may intentionally drain oil or oily waste from any source into the bilge of any vessel. Violators are subject to civil penalties and/or criminal sanctions including fines and imprisonment.

The act requires that all vessels equipped with propulsion machinery be capable of storing oily mixtures and oil discharge on board. On recreational vehicles, buckets, heavy plastic bags, or portable pumps are suitable for retention on board.

There is a placard mounted in the engine compartment that contains additional information.

Immediately notify the USCG if your vessel discharges oily or hazardous substances. Call toll free at 800-424-8802. Report location, source size, color, substance and time observed.

The Act to Prevent Pollution from Ships

The Act to Prevent Pollution from Ships limits the discharge of garbage from vessels. It is illegal to:

1. Discharge plastic or garbage with plastic into any waters in the navigable United States and in all other waters within 3 nautical miles of the nearest land.
2. Discharge plastic, dunnage, lining, and packing materials that float within 25 nautical miles from the nearest land.

Violating these laws may incur a civil penalty of up to \$25,000, a fine of up to \$50,000 and imprisonment for up to five years for each violation. Regional, state, and local laws may also apply.

Waste Discharge

Marine Sanitation Devices

Recreational vessels under 65 ft. (approx. 19m) with installed toilet facilities must have a marine sanitation device (MSD). All Regal boats with toilet facilities include a Type III MSD per USCG requirements. Type III devices do not chemically treat wastewater and therefore it is illegal to empty wastewater tanks, on all Regal boats, into any waters in the contiguous United States.

Dumping untreated wastewater is allowed only 3 miles off ocean coasts and 12 miles of the coast in the Gulf of Mexico

No Discharge Zones

In 'No Discharge Zones' it is **illegal** to dump treated or untreated wastewater. Contact your local and state environmental agencies to find specifics on any zones in your area.

Do your part to help keep our waterways clean.





RULES OF THE ROAD

Introduction

Just like there are rules for driving on the road, there are also rules for driving on water. These ‘Rules of the Road’ define the responsibilities of vessel operators and, when followed correctly, can reduce boating accidents. It is your responsibility to understand and follow them whenever encountering another vessel.

72 COLREGS

The International Regulations for Preventing Collisions at Sea 1972 (72 COLREGS) are published by the International Maritime Organization and set out the “Rules of the Road.” Both inland and international rules follow the 72 COLREGS, but contain some slight differences.

This section is only an introduction included for convenience. It is not exhaustive. We recommend additional education before getting behind the wheel. The complete rules can be found on the USCG website.

Navigation Rules

The Navigation Rules establish actions to be taken by vessels to avoid collision and are divided into international and inland rules. Operators of vessels 39.4 ft. (approx 12m) and over are required to keep a copy of the inland navigation rules onboard at all times.

Vessels that have the right of way are designated “stand-on” vessels. It is their responsibility to maintain course and speed when encountering another vessel. Vessels that do not have the right of way are “give-way” vessels. They are responsible for yielding to the stand-on vessel to avoid collision. In general, larger, less maneuverable vessels have the right of way. This includes:

- Sailboats driven by wind
- Vessels engaged in fishing
- Vessels performing work that limits their mobility
- Vessels run aground or otherwise not under command.

Smaller boats are also obligated to avoid close quarters with larger tonnage vessels.

Encountering Vessels

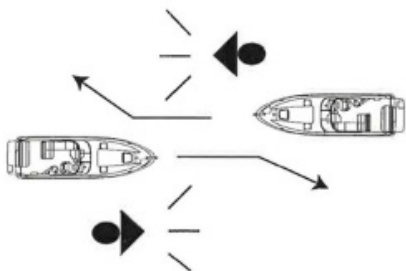
There are three main situations in which you will encounter another vessel: meeting, crossing, and overtaking. Post a lookout to watch for dangers that may come from any direction and assist in navigation when encountering another vessel.

Meeting

In a head on meeting, neither vessel has the right of way and both must take action to avoid a collision.

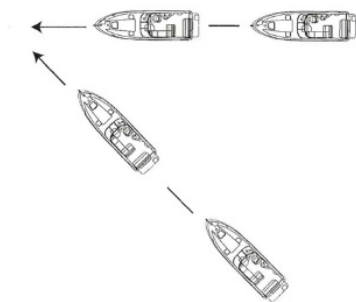
Vessels must sound a single blast (see, "Sonic Devices" pg. 35) if steering toward starboard and passing the other vessel on the port side.

Vessels must sound two blasts if steering toward port and passing the other vessel on the starboard side. Port side passing is preferred.



Crossing

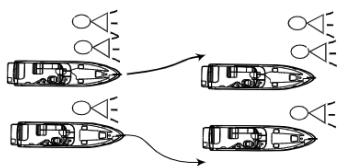
When two vessels cross in close proximity, the vessel that views the other from the starboard side is the give-way vessel and must alter course to avoid the stand-on vessel. The stand-on vessel views the other from the port side and should maintain its current speed and trajectory.



Overtaking

When overtaking another vessel, the vessel overtaking is the give-way vessel. Give one short blast if overtaking to starboard and two short blasts if overtaking to port.

When the stand-on vessel replies with the same, alter your course and speed to pass while staying well away from the stand-on vessel. The stand-on vessel should maintain its speed and course until overtaken. If it is unsafe to pass, the stand-on vessel will respond with five short blasts.



In the event of an imminent collision, no vessel has the right of way. Both vessels must take evasive action to avoid the collision.

! WARNING

FOLLOW THE NAVIGATION “RULES OF THE ROAD” TO PREVENT COLLISIONS AND AVOID INJURY AND DEATH.



Navigation Aid

Navigation aids, like buoys or beacons, are placed along coastal and navigable waters to help operators determine their position relative to land and as guides to mark safe water and hidden dangers. Each aid provides specific information.

Aids are often used together to form a system that helps operators follow the natural and improved channels. Such systems also help with coastal plotting.

Lateral Aids



Buoy and beacons called lateral markers indicate the port and starboard sides of a given waterway. All U.S. lateral markers follow the traditional 3-R Principle: red, right, returning. When returning from sea and heading inland, keep the red markers on your right or starboard and keep the green buoys on your left or port.

Information and Regulatory Markers

These orange and white markers are used to alert operators to various warnings and regulations.

Characteristics include:

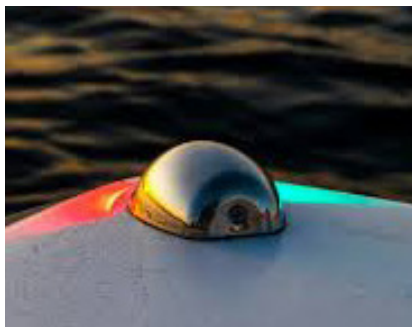
1. Orange bands running horizontal across the top and bottom of a white body
2. Black text in proximity to an orange circle, square, diamond, or diamond with a cross in the center.
3. Buoys or beacons
4. Blinking, white light

Refer to the US Coast Guard website for specific information on navigation aids

Night Running

Night time operation can be dangerous. Boats operating between sunset and sunrise must use navigation lights. At night, all rules of the road still apply, but it is best to slow down and stay well clear of other vessels regardless of who has the right of way.

Navigation Lights



The USCG requires recreational boats to display navigation lights between sunset and sunrise and any other periods of reduced visibility.

Navigation lights help avoid collision by improving visibility. All Regal boats are required to have navigation lights displayed on the vessel as indicated. Follow all manufacturer instructions regarding replacement of navigation lights and Do not tamper or otherwise modify navigation lights for any reason.

Use running lights to gather information about any vessel you encounter at night.

Green lights indicate the starboard side and red lights the port. If you see green lights, you have the right of way. If you see red lights, you must yield. Size, speed, and position can be difficult to determine in the dark. It is best to avoid encountering other vessels if possible.

Bridges

Clearance

Your vessel has a specified bridge clearance height. This height is an estimate of the distance from the waterline to the top of the highest equipment on board. The estimated height can change for a variety of reasons including variances in the vessel's loaded condition and variances in equipment.

Some Regal boats come equipped with fold-able towers that facilitate easy passage under low bridges. Some bridges will be marked with a clearance measurement, but others won't. Know your boat and take appropriate action when approaching a bridge to avoid damaging your vessel.

After making sure your vessel will clear a bridge, proceed with caution at a safe speed. Often, green or white lights will mark the safe or main channel under a bridge. Green may also denote the "up" position on lift bridges. Refer to the chart on the following page for diagrams of common bridge lights.

You may resume a safe, cruising speed once you are clear of the bridge and have clear visibility of the water on all sides. Never park under a bridge and always use common sense when maneuvering near bridge structures.

