

Virginia Department of Game and Inland Fisheries

Virginia Watercraft Owner's Guide



Over 50 years in boating safety as the Commonwealth's boating agency:

Chapter 500 of the 1960 Virginia Acts of General Assembly was "An act to require and provide for the safe operation of certain motorboats on the waters of this State over which the State now has or hereafter obtains jurisdiction." This act marked the beginning of the recreation boating program in the Commonwealth of Virginia and established our numbering requirement, safety equipment carriage requirements, boating under the influence, and the authority for the "Commission" of Game and Inland Fisheries to make rules and regulations in connection with the "safe and reasonable operation of vessels on any waters within the territorial limits of this State."

Since 1960, the Department has witnessed a number of subsequent milestones including watercraft titling in 1981; watercraft dealer licensing in 1988; implied consent and .10 Blood Alcohol Concentration (BAC) for Boating Under the Influence (BUI) in 1989; Personal Watercraft (PWC) statutes in 1991; .08 BAC for BUI in 1994; zero tolerance for BUI in 1996; stronger laws for PWC operators in 1998; and a phased-in boating safety education compliance requirement in 2007.

Many of Virginia's boating laws and regulations are in concert with federal laws or regulations, and mirror national enforcement and boating education trends.

In following with the mission statement, the Department provides boat titling and registration, boating access through our many statewide public boat ramps and facilities, boating education, boating law enforcement, and boat accident investigation and reporting.

There are endless opportunities for boaters in Virginia, from saltwater to whitewater and everything in between. Virginia offers an abundance of beautiful public and private waterways for the recreational boating community. Whether you are a seasoned mariner or just beginning, remember that boating does involve some risks and the choices you make as a boat operator can either contribute to those risks or mitigate them. Be Responsible: Don't drink and boat! Be Safe: Wear an approved life jacket and take a boating safety course! Have Fun!

—Tom Guess

Boating Law Administrator, DGIF

Mission Statement

- To manage Virginia's wildlife and inland fish to maintain optimum populations of all species to serve the needs of the Commonwealth;
- To provide opportunity for all to enjoy wildlife, inland fish, boating and related outdoor recreation and to work diligently to safeguard the rights of the people to hunt, fish and harvest game as provided for in the Constitution of Virginia;
- To promote safety for persons and property in connection with boating, hunting and fishing;
- To provide educational outreach programs and materials that foster an awareness of and appreciation for Virginia's fish and wildlife resources, their habitats, and hunting, fishing, and boating opportunities.



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This program received federal financial assistance from the Aquatic Resources Trust Fund. Under Title VI of the 1964 Civil Rights Act, Section 504 of the Rehabilitation Act of 1973, Title II of the Americans with Disabilities Act of 1990, the Age Discrimination Act of 1975, Title IX of the Education Amendments of 1972, the U.S. Department of the Interior prohibits discrimination on the basis of race, color, national origin, age, sex, or disability. If you believe that you have been discriminated against in any program, activity, or facility as described above, or if you desire further information please write to: The Office for Human Resources, U.S. Fish and Wildlife Service, 4401 N. Fairfax Drive, Mail Stop 2000, Arlington, Virginia 22203.

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The Virginia Boating Laws and Regulations contained in this publication are in a summarized format. It is the responsibility of the boater to know and follow all applicable rules. The Virginia Boat Codes and Regulations may be accessed at: <http://portal.virginia.gov/government>.

WATERCRAFT REGISTRATION, TITLING, AND SALES TAX REQUIREMENTS

The Virginia Department of Game and Inland Fisheries (DGIF) administers all boat titling and registration of recreational boats in Virginia. All motorboats used on the public waters of Virginia must be registered and titled. If the motorboat is principally used on the public waters of Virginia it must be registered and titled in Virginia as opposed to another state.

- A Certificate of Title (title) and a Certificate of Number (registration) are required for all watercraft propelled by machinery, including but not limited to gasoline, diesel, and electric motors.
- A title alone is required for sail-powered vessels in excess of 18' in length, if they do not have a motor.
- Boats used only on private waters do not require registration or titling.
- New watercraft must be registered or have a temporary registration before they may be operated on the public waters of Virginia.
- Used watercraft with a current, valid registration may be operated for 30 days on the previous owner's registration if a copy of the dated bill of sale and the registration card are carried aboard the watercraft.
- If there is no valid registration or the registration has expired, used watercraft must be registered or have a temporary registration before being operated on the public waters.
- An owner bringing a watercraft into Virginia from another state may operate the vessel up to 90 consecutive

days on the other state's current, valid registration before registering it in Virginia.

Watercraft registration is accomplished through the mail or at the DGIF headquarters building at 4010 West Broad Street in Richmond (8:15 A.M.–5:00 P.M., M–F except holidays). The full mailing address is on the application form. Applications submitted through the mail are usually processed and the registration materials mailed within two weeks of receipt in Richmond.

Titling and Registering Your Watercraft

The Application for Watercraft Certificate of Title and Certificate of Number (registration) form is available from DGIF offices, Department of Motor Vehicle service centers, and from the DGIF website (www.dgif.virginia.gov). This is a combined application for both the registration and title.

An application for title and registration requires a detailed description of the watercraft that includes the make, length, model year, type of vessel, hull material, type of propulsion, and the 12-character hull identification number; the make, horsepower and serial number of the motor if in excess of 25 horsepower; and the name and address of the lien holder, if any.

Most of this information will be available from the title provided by the previous owner or the Manufacturer's Statement of Origin provided by the retail outlet where the watercraft was purchased.

Certain supporting documents must be submitted with an application for title and registration as follows:

New Watercraft:

- The owner must provide the original Manufacturer’s or Importer’s Certificate (statement) of Origin with “First Assignment” completed and issued by dealer at time of purchase and a copy of the sales invoice showing gross purchase price, watercraft sales tax paid, and a description of the watercraft.
- If watercraft was homemade by you, an affidavit must be provided stating this fact in lieu of a Manufacturer’s or Importer’s Certificate of Origin. The affidavit may be retrieved from the DGIF website or mailed to you upon request. Copies of receipts for building materials must also be submitted with the application. Your watercraft may be subject to inspection by a law enforcement officer.

Used Watercraft:

- **If titled in Virginia**—the **original** title with assignment of title completed by titled owner/owners. If purchased from a dealer, the dealer reassignment portion of the title must be completed, and include a copy of the sales invoice showing gross purchase price, watercraft sales tax paid, and a description of the watercraft.
- **If titled by someone else in another state**—the **original** title with assignment of title completed by titled owner/owners. If purchased from a dealer, the dealer reassignment portion of the title must be completed, and include a copy of the sales invoice showing gross purchase price, watercraft sales tax paid, and a description of the watercraft.

- **If titled by you in another state** (moving the watercraft to Virginia)—the **original** title must be submitted.
- **If registered by you in another state but not titled** (moving the watercraft to Virginia)—a copy of the out-of-state registration.
- **If registered in Virginia but never titled**—a copy of a dated bill of sale or a “Notification of Change in Status of a Numbered Vessel” form signed by the registered owner/owners. (Available on the DGIF website or mailed to you upon request.)
- **If registered by someone else in another state but not titled**—a copy of the out-of-state registration and a copy of the bill of sale signed by the registered owner/owners.
- **If never registered or titled in Virginia or any other state**—an “Affidavit for Registering and Titrating a Motorboat Not Previously Registered and/or Titled” form. (Available on the DGIF website or mailed on request.)

Documented Watercraft:

If Documented with the U.S. Coast Guard (USCG) and being changed to state registration—the Certificate of Documentation, a copy of the signed bill of sale, and either a Letter of Deletion from the USCG or the Abstract of Title (with proof of lien release in the documented owner’s name).

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Additional information on watercraft registration and titling may be obtained by calling the Boat Section of the DGIF at **804-367-6135** or toll free **1-877-898-BOAT (2628)**.

Registration and Titling Fees and Watercraft Sales and Use Tax

Most people must pay a registration fee, a titling fee, and watercraft sales and use tax when they acquire a watercraft. These fees are found on the application.

Watercraft Registration (3 Years)	Fee
less than 16 feet in length	\$27.00
16 to less than 20 feet in length	\$31.00
20 to less than 40 feet in length	\$37.00
40 feet in length and longer	\$45.00
Temporary certificate	\$11.00
Duplicate Cards & Decals (Replacements or extra sets)	\$9.00
Livery of up to 10 watercraft	\$27.00
Livery of more than 10 watercraft	\$21.00
Titling	
Original	\$7.00
Duplicate	\$2.00
Change of Motor on Title (Original Title must be submitted)	\$2.00
Record Supplemental Lien on Previously Titled Watercraft (Original Title must be submitted)	\$7.00
Tax	
Watercraft Sales and Use Tax	2% of gross purchase of watercraft and motor

Note: Watercraft cannot be documented by the USCG and titled at the same time. The owner must choose between documentation or titling. While a documented vessel may not be titled, it may be registered at the owner’s discretion should a

registration decal be desired to show proof that sales tax was paid. The registration decals may be useful if the watercraft is operated in other states that require a registration decal or other proof that sales tax was paid.

Boat Motors

Any size, type, or horsepower of motor on a watercraft will require it to be registered, but only motors in excess of 25 horsepower are listed on titles.

Duplicate Titles, Registrations or Decals

If a title, registration or decal becomes defaced, lost, or destroyed, you may obtain an “Application for a Duplicate Certificate of Number, Decal and/or Title” form at all the locations where the application is available (see “Titling and Registering Your Watercraft” above). You may also use this form to order extra registration cards should you want more than one.

Please note that only one valid title is recognized for each watercraft. If a duplicate title is issued, it prevails over any previously issued title.

Temporary 30-Day Registration Certificate

If you wish to operate a watercraft that does not have a valid registration (it expired, the watercraft is new, it was never registered, etc.), a “Virginia Motorboat Temporary Registration Certificate” is required. It allows a watercraft to be legally operated for 30 days pending the receipt of the 3-year registration from DGIF. **The Temporary Registration Certificate is available for purchase through all Hunting and Fishing License Agents at a cost of \$11.00. A list of Hunting and Fishing License Agents can be found on DGIF’s website.**

If you purchase this certificate, you are not required to display the Virginia registration numbers on your watercraft during the 30-day period in which the Temporary

Registration Certificate is valid. To purchase the temporary you will need to show the license agent some proof of ownership (bill of sale, registration card, manufacturer’s statement of origin, or title).

You must apply for the 3-year registration immediately after receipt of the temporary registration certificate. An application to register and title the watercraft may be obtained from the same agents that sell the temporary registration certificate.

Expiration and Renewal of Registration

Registrations are valid for three years. Renewal notices are mailed to the last known address of all watercraft owners approximately 45 days before expiration. The most common reason owners do not receive a renewal notice is because their address has changed within the three years

Do You Use a Wildlife Management Area?

Effective January 1, 2012, a Facility Use Permit will be required when using any Department-owned Wildlife Management Area or Fishing Lake.

The permit is not required for any person holding a valid hunting, fishing, or trapping license or a current certificate of boat registration issued by the Department or for persons 16 years of age or younger. The Permit requirement does not apply to Department-owned boat ramps or segments of the Appalachian Trail on Department-owned land. The Facility Use Permit fee is \$4 for a daily permit or \$23 for an annual permit and may be purchased online or at any license agent.

and DGIF was not notified. If a renewal notice was not received, the registration may be renewed by checking the “renew registration” box at the top of the application to register and title a watercraft, then completing the application. A shorter “registration renewal application” is also available at the DGIF website.

Change in Status or Change of Mailing Address

If a registered watercraft is sold, destroyed, abandoned, or stolen, or if there is a change in your mailing address, you are required by law to report this information within 15 days in writing to the DGIF Boat

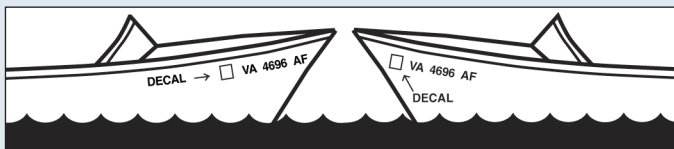
Section. A “Notification of Change of Status of a Numbered Vessel” form is available at all the locations where the application is available (see “Titling and Registering Your Watercraft” on page 4). The notification can be mailed to the address on the form or emailed to

www.boat-reg@dgif.virginia.gov.

Registration Must be Onboard While Operating

You must have the registration card or a “temporary” registration on the vessel before your watercraft may legally be operated on public waters. **The 3-year registration card is the official document of registration for your watercraft and once**

Display of Registration Numbers



The number issued to your watercraft appears on the registration and is to be displayed on each side of the forward half of the vessel in block letters, at least 3” in height, and contrasting in color with hull or background. They may be painted or attached to the watercraft, **must read from left to right** and must always be legible.

A space or hyphen must separate both the “VA” symbol and the letter suffix from the numerals.

On vessels so configured that a number on the hull or superstructure would not be easily visible or the number would not remain securely attached (as on an inflatable vessel), the number may be painted on or the number and decal attached to a backing plate that is attached to the forward half of the vessel so that the number is visible from each side of the vessel.

If the watercraft already has Virginia registration numbers (used watercraft), in most instances those same numbers will be reassigned to the new owner. The Virginia registration number assigned to a watercraft should never be removed from the watercraft unless DGIF assigns new numbers to the vessel.

it has been issued, must be carried aboard the watercraft when in use.

If you purchased a used watercraft with a valid, current registration, you may operate the vessel for 30 days from the date of purchase provided you carry a dated bill of sale and the former owner's valid registration card.

Validation Decals

Decals will be furnished with each 3-year registration issued by the DGIF. **Decals indicate the month, year of expiration and the registration number assigned to your watercraft, and must be displayed within 6 inches of the registration number on each side of the watercraft for which they were issued.** Only the current decal may be visible. Expired decals must be removed.

Trailers – Title, Registration, and License Plates

Title, registration, and license plates for watercraft trailers are purchased through the Department of Motor Vehicles.

Check with DMV for rules and regulations regarding trailers.

REQUIRED EQUIPMENT

Life Jackets

Nearly all boating-related fatalities are the result of drowning and most of these fatalities could have been prevented if a life jacket was worn.

- ❖ There must be one wearable (Type I, II, III, or V) USCG approved life jacket of the appropriate size for each person on the boat.



courtesy of the U.S. Coast Guard

- Each wearable life jacket needs to be “readily accessible”. Readily accessible means the life jackets are stowed where they can be easily reached, or are out in the open ready for wear. Readily accessible life jackets cannot be in protective coverings or under lock and key.
 - Check the Coast Guard approval label to determine if the life jacket is the appropriate size for each person on the boat
 - In addition, you should check each life jacket for proper fit. This is especially important for children. Check the “Does Your Life Jacket Really Fit” on page 11.
 - A Type V life jacket needs to be worn according to the manufacturer label to meet requirements.
- ❖ In addition to the wearable life jacket, there must be at least one (1) USCG approved Type IV throwable (ring buoy or seat cushion), per boat. The regulation to carry a Type IV does not apply to (1) personal watercraft (PWC); (2) non-



Type III-Adult



Type II-Child

motorized canoes, kayaks, or inflatable rafts/boats; or (3) vessels less than 16' in length if registered in another state and temporarily using Virginia waters.

- Each Type IV throwable must be immediately available. "Immediately available" means the life jacket shall be quickly reachable in an emergency situation. To be considered immediately available the Type IV cannot be in a protective covering, in a closed compartment, or under other equipment.
- ❖ A life jacket that displays any of the following is not in good serviceable condition:
 - Metal or plastic hardware used to secure the life jacket on the wearer that is broken, deformed, or weakened by corrosion;
 - Webbings or straps used to secure the life jacket on the wearer that are ripped, torn, or which have become separated from an attachment point on the life jacket; or
 - Any other rotted or deteriorated structural component that fails when tugged.
 - Rips, tears, or open seams in fabric or coatings that are large enough to allow the loss of buoyant material;
 - Buoyant material that has become hardened, non-resilient, permanently compressed, waterlogged, oil-soaked, or which shows evidence of fungus or mildew; or
 - Loss of buoyant material or buoyant material that is not securely held in position.
- ❖ Inflatable life jackets must meet all the requirements for life jackets listed above plus be equipped with:
 - A properly armed inflation mecha-



Life jacket photos by Dwight Dyke



Inflatable life jackets may be a Type III or Type V, check the label.

nism, complete with a full inflation medium cartridge and all status indicators showing that the inflation mechanism is properly armed;

- Inflatable chambers that are all capable of holding air;
- Oral inflation tubes that are not blocked, detached, or broken;
- Inflation status indicators that are not broken or otherwise non-functional.
- The inflation system of an inflatable life jacket need not be armed when the life jacket is worn inflated and otherwise meets the requirements above.
- ❖ Federal Life Jacket Rule for Children Under 13 Years Old—No person may operate a recreational vessel on federal waters with any child under age 13 on the vessel unless each child is either:
 - Wearing an appropriate life jacket approved by the Coast Guard; or
 - Below deck or in an enclosed cabin.

In Virginia, this rule is enforced by the U.S. Coast Guard and applies on waters over which they have enforcement jurisdiction.

A Special Note about Inflatable Life Jackets

Inflatable life jackets are lightweight, comfortable to wear, and take up about one-tenth the storage room of conventional foam-filled life jackets. They are USCG



Type I-Hybrid



Type I-Adult



Type IV Throwable Ring Buoy & Seat Cushion



approved only for persons 16 years of age and older who are not engaged in whitewater or skiing activities or riding on PWC. They are a great choice for adults on the water!

Does Your Life Jacket Really Fit?

How do you know if a life jacket really fits you? First, check the label to make sure the life jacket is U.S. Coast Guard approved. Life jackets come in a couple of basic sizes: infant, child, and adult. Within those basic sizes, there will be a range (Small, Medium, Large, etc.). The label will indicate the basic size and the size range, which will include a weight range and usually also a chest size range. After you check the label, make sure you move on to the second step, try it on! Before every boating season, try on your life jacket. Make sure that it fits correctly. What does a correct fit mean? It should be snug, but not tight. Lift your arms over your head: can you turn your head left, right, and over your shoulder or has the life jacket ridden up and in the way of moving your head? For a child, have them stand with their arms to their sides. Lift the life jacket up by the shoulders. The life jacket should not move more than 3 inches, no higher than the child's ears. If the



courtesy of the U.S. Coast Guard

life jacket does move up more than 3 inches, it is too big and the child can slip right out—get a smaller life jacket! A younger child's life jacket should also include a crotch strap—this will help insure the life jacket stays on. Finally, practice using the life jacket in shallow water. Make sure it is snug enough to stay put and not ride up over the chin and ears when in shallow water. Have children practice in shallow water with their life jacket so they don't panic in case of emergency.

Fire Extinguishers

All boats over 26 feet must have USCG approved, adequately charged fire extinguishers aboard. In addition, all motorboats under 26 feet that have one or more of the following conditions must also carry fire extinguishers:

- a. Permanently installed fuel tanks.
- b. Closed compartment under thwarts and seats wherein portable fuel tanks may be stored.
- c. Double bottoms not sealed to the hull or which are not completely filled with flotation material.
- d. Closed living spaces
- e. Closed stowage compartment in which combustible or flammable materials may be stowed.

All fire extinguishers must be U.S. Coast Guard approved, must have an efficient charge, and must be in good and serviceable condition.

continued on page 12

Minimum Number of B-I Hand-Portable Fire Extinguishers Required ¹		
Length, feet	No Fixed Fire Extinguishing Systems in Engine Space	Fixed Fire Extinguishing System in Engine Space
Under 16	1	0
16 to less than 26	1	0
26 to less than 40	2	1
40 to 65	3	2

¹One B-II hand-portable fire extinguisher may be substituted for two B-I hand-portable fire extinguishers.

Backfire Flame Arrestor

Inboard gasoline engines must have USCG, SEA, or UL approved flame arrestors on their carburetors. The backfire flame arrestor must be securely attached to the carburetor.

Ventilation

No person may operate a boat built after July 31, 1980 that has an inboard gasoline engine (for whatever use) unless it is equipped with an operable ventilation system that meets USCG standards.

For boats built after April 25, 1940, and before August 1, 1980, (with engines using gasoline as fuel and other fuels having a flashpoint of 110°F. or less) the following is required:

At least two ventilation ducts fitted with cowls or their equivalent for the purpose of properly and efficiently ventilating the bilges of every engine and fuel tank compartment. There shall be at least one exhaust duct installed so as to extend to the lower portion of the bilge and at least one intake duct installed so as to extend to a point at least midway to the bilge or at least below the level of the carburetor air intake.

For boats which are built after July 31, 1978, but prior to August 1, 1980, there are no requirements for ventilation of the fuel tank compartment if there is no electrical source in the compartment and if the fuel tank vents to the outside of the boat.

The operator of the vessel is required to keep the system in operating condition.

Sound Producing Devices

The navigation rules require sound signals to be made under certain circumstances. Meeting, crossing, and overtaking situations described in Navigation Rules are examples of when sound signals are required. Recreational vessels are also required to sound fog signals during periods of reduced visibility. Having some means of making an efficient sound signal capable of a 4-second blast audible for 1 mile is required. A whistle or air horn is acceptable if your vessel is not equipped with a horn.

Muffling Device

The exhaust of an internal combustion engine on any motorboat shall be effectively muffled. The muffling device shall exhaust at or below the water line or it shall be equipped with mechanical baffles. The use of cutouts is prohibited.

Marine Sanitation Devices (MSD)

Vessels with installed toilets and marine sanitation devices shall be in compliance with federal regulations which set standards for sewage discharges from marine sanitation devices. Vessels without installed toilets or without installed marine sanitation devices shall not directly or indirectly discharge sewage into state waters. Sewage and other wastes from self-contained, portable toilets or other containment devices shall be pumped out at pump-out facilities or carried ashore for treatment in facilities approved by the Virginia Department of Health. Smith Mountain Lake is a "No Discharge Zone."

Pump-Out Stations

A complete list of pump-out stations is available by contacting the Virginia Department of Health at 804-864-7473 or online at <http://www.vdh.state.va.us/environmentalhealth/onsite/marina/pumpoutdata/index.htm>.

Visual Distress Signals

All recreational boats 16 feet or greater in length shall be equipped with visual distress signaling devices at all times when operating on coastal waters. This regulation applies to all coastal waters and those rivers 2 miles or more wide at the mouth and up to the first point the river narrows to less than 2 miles.

Boats less than 16 feet, manually propelled boats (rowboats, canoes, kayaks, etc.), and open sailboats under 26 feet with no motor, are required to carry only night visual distress signals when operated on coastal waters at night.

Note! It is illegal to display a visual distress signal unless immediate assistance is needed.

If using pyrotechnic signals, you must have 3 night signals plus 3 day signals or 3 day/night combination signals. If using non-pyrotechnic signals, you must have 1 day signal and 1 night signal.

Pyrotechnic visual distress signals must be:

- USCG approved;
- In serviceable condition;
- Readily accessible;
- The expiration date must be current.
- Launchers produced before January 1, 1981 intended for use with approved signals are not required to be USCG approved.

USCG approved Pyrotechnic Visual Distress Signals include:

- Pyrotechnic red flares, hand-held or aerial;
- Pyrotechnic orange smoke, hand-held or floating;
- Launchers for aerial red meteors or parachute flares.

Non-pyrotechnic visual distress signaling devices must:

- Meet USCG requirements;
- Be in serviceable condition;
- Be readily accessible.

USCG approved Non-pyrotechnic visual distress signals include:

- Orange distress flag with black square and black ball, for daytime use;
- Electric distress light for night use.

The following points will be used as the "cutoff points" for enforcement of the visual distress signal regulations on the coastal waters in Virginia.

1. Entrance to Hampton Roads up to where the waterway is reduced to 2 nautical miles, which is a line drawn between Old Point Comfort and Fort Wool.

2. York River up to where the waterway is reduced to 2 nautical miles, which is a line drawn between Sandy Point and Tue Point, which is in the vicinity of Tue Marshes Light.
3. Mobjack Bay up to but not including the Severn, Ware, North, and East rivers.
4. Entrance to the Piankatank River where the waterway is reduced to 2 nautical miles, which is a line drawn from Cherry Point at Gwynns Island across the river to the opposite shore, which is in the vicinity of Piankatank River Lighted Buoy 6.
5. Rappahannock River up to where the waterway is reduced to 2 nautical miles, which is a line drawn from Parrott Island to Cherry Point, which is just before you get to the first highway bridge.
6. Those parts of the Pocomoke and Tangier Sounds which fall within Virginia.
7. Where the uncharted inlets of the Atlantic Ocean are reduced to 2 nautical miles in width.

Navigation Lights

Recreational boats, while underway, are required to display navigation lights (see pages 15 -16) between sunset and sunrise and during periods of restricted visibility.

No other lights shall be exhibited that could impair the visibility of required running lights or impair the visibility of approaching vessels.

Lights Used When Anchored

An anchor light is a 360-degree (all-around) white light exhibited where it can best be seen and visible for 2 miles.

Special Lights for Enforcement Vessels

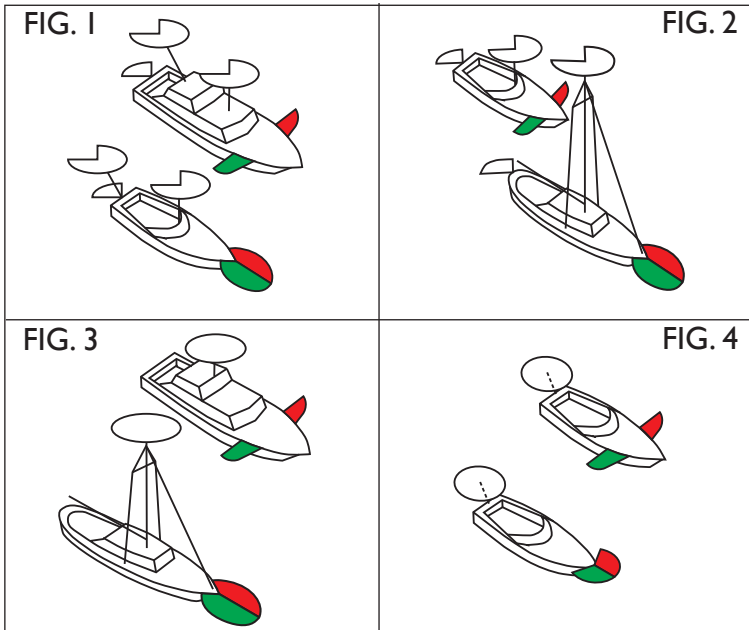
Enforcement vessels of the DGIF and the USCG may display a rotating or flashing blue light. When such a light is observed you should stop immediately and lay to, or maneuver in such a way as to permit the boarding officer to come aboard.

By federal law, blue lights may only be displayed by enforcement vessels of the federal, state, or local governments, and have the same effect on the water as the rotating or flashing blue lights on law enforcement cars traveling our highways.

Range and Degree of Navigation Lights Inland and International

Location of Lights	Visible Range For Vessels		Degrees of Arc
	Less than 12 m	12 m to 20 m	
Masthead	2 miles	3 miles	225°
All-round	2 miles	2 miles	360°
Side Lights	1 mile	2 miles	112.5°
Stern Lights	2 miles	2 miles	135°

Navigation Lights – Power-Driven Vessels



International

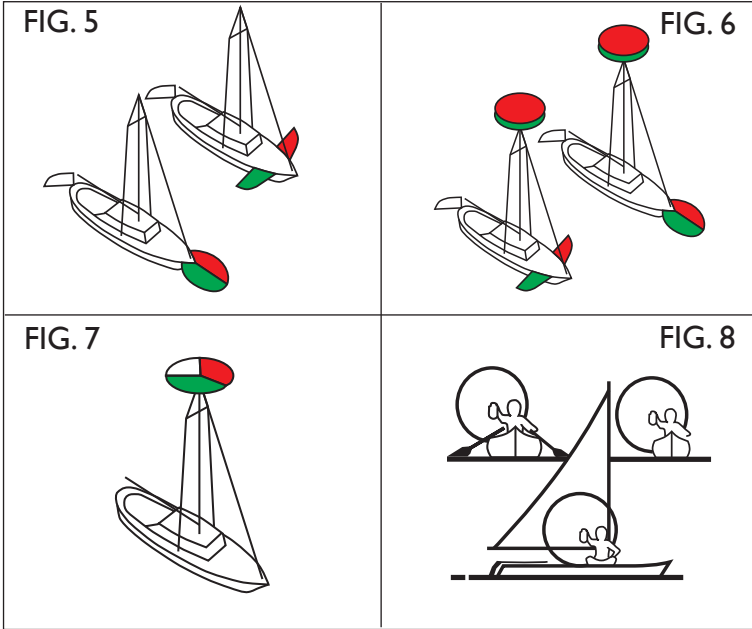
1. A power-driven vessel **20 meters (65' 7½") and over** shall exhibit navigation lights as shown in Figures 1 and 2. If you choose Figure 1 the aft masthead light must be higher than the forward one. If Figure 2 is selected, a vessel **less than 20 meters (65' 7½")** must have the masthead light **1 meter (3' 3")** higher than the colored lights. If the vessel is **12 meters (39' 4½") or more in length and less than 20 meters (65' 7½")** the masthead light must be 2.5 meters higher than the gunwale.
2. A power-driven vessel **less than 7 meters (23' 11½") in length** and whose maximum speed cannot exceed **7 knots** may, in lieu of the lights prescribed above, exhibit an all-around white light. Such vessel shall, if practicable also exhibit red and green lights.

Inland

1. A power-driven vessel, when the construction was started before December 15, 1981, **less than 20 meters (65' 7½")** shall exhibit navigation lights as displayed in Figures 2 or 3.
2. A power-driven vessel, when the construction was started after December 14, 1981, **12 meters (39' 4½") or more in length and less than 20 meters (65' 7½")** shall exhibit navigation lights as displayed in Figure 2.
3. A power-driven vessel when the construction was started after December 24, 1981, **less than 12 meters (39' 4½")** shall exhibit those lights shown in Figures 1-4.

Note** The white, 360-degree stern light must be higher than any other part of the boat so it is visible from all directions. It can also be used as an anchor light.

Navigation Lights – Sailing Vessels



International

1. A sailing vessel of **less than 12 meters (39' 4½") in length** shall exhibit navigation lights shown in either Figures 5, 6 or 7.
2. A sailing vessel of **12 meters (39' 4½") or more in length** shall exhibit navigation lights shown in either Figures 5 or 6.
3. A sailing vessel of **less than 7 meters (23' 11½") in length** shall, if practicable, exhibit those lights prescribed for sailing vessels **less than 12 meters**, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision. (See Figure 8)
4. **A vessel under oars** may display those lights prescribed for sailing vessels, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision. (See Figure 8)

Inland

1. A sailing vessel, **under sail alone**, shall exhibit navigation lights as displayed in either Figures 5, 6, or 7.
2. A sailing vessel of **less than 7 meters (23' 11½") in length** shall, if practicable, exhibit those lights prescribed in (Figure 5 or 7) of this section, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision. (See Figure 8)
3. **A vessel under oars** may exhibit the lights prescribed in this section for sailing vessels, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision. (See Figure 8)

Summary of Virginia Boating Equipment Requirements

	Manually Propelled Kayaks and Canoes	PWC's	Boats Under 16 Feet	Boats 16 Feet– Less Than 26 Feet	Boats 26 Feet– Less Than 40 Feet	Boats 40 Feet– 65 Feet
Life Jackets - Wearable	✓	✓ 1	✓	✓	✓	✓
Life Jackets - Type IV			✓ 2	✓ 2	✓ 2	✓ 2
Certificate of Number		✓	✓ 3	✓ 3	✓	✓
Validation Decal		✓	✓ 3	✓ 3	✓	✓
Type B-1 Fire Extinguisher		✓	✓ 4	✓ 4		
Type B-II Fire Extinguisher					✓ 5	✓ 6
Ignition Safety Switch		✓				
Backfire Flame Arrestor		✓	✓	✓	✓	✓
Ventilation System		✓	✓	✓	✓	✓
Muffler (inboard engines)		✓	✓	✓	✓	✓
Horn, Whistle, or Bell		✓	✓	✓	✓	✓
Daytime VDS – Operating in Coastal Waters (pg)			✓	✓	✓	✓
Nighttime VDS – Operating in Coastal Waters (pg)	✓		✓	✓	✓	✓
Navigation Lights	✓ 7		✓ 7	✓ 7	✓ 7	✓ 7
Boating Safety Education Certificate		✓ 8	✓ 8	✓ 8	✓ 8	✓ 8

1. The operator, each rider, and anyone being towed behind a PWC must be wearing a USCG approved Type I, II, III or V life jacket. Inflatable life jackets are prohibited.
2. Any vessel with mechanical propulsion must have a Type IV life jacket immediately available.
3. Except non-motorized vessels.
4. Applies to boats where one of the following conditions exists: permanently installed fuel tanks; closed compartments under thwarts and seats where portable fuel tanks are stored; double bottoms not sealed at the hull or which are not completely filled with flotation material; closed living spaces; or closed stowage compartment in which combustible or flammable materials or stowed.
5. Must carry one B-II or two B-1. A fixed system equals one B-1.
6. Must carry one B-II and one B-1 or three B-1. A fixed system equals one B-1.
7. See pages 15–16.
8. Education requirement is being phased in through July 1 2016. See page 34 for phase-in. Applies to all PWCs and all motorboats with engine of 10 hp or greater.

SAFE OPERATION

Enforcement

Boating laws are enforced primarily by Conservation Police Officers employed by DGI. These officers have full police powers and have the right to lawfully stop and board your boat at any time to check for proper registration and required safety equipment.

Unlawful Acts

- Reckless operation of boat, water skis or aquaplane.
 - Operating, while intoxicated, a boat, aquaplane or water skis.
 - Operating or giving permission to operate an unregistered motorboat.
 - Operating or giving permission to operate a boat with an expired Certificate of Number.
 - Operating a motorboat with number improperly displayed.
 - Operating a boat with unauthorized number displayed.
 - Failing to carry the Certificate of Number on board or refusing to show it to inspecting officers.
 - Operating a registered motorboat more than 90 days in Virginia without registering it here.
 - Failing to report a change of address of a registered motorboat owner within 15 days.
 - Failure to report loss or abandonment of a registered boat within 15 days.
 - Failure to exhibit lights as required by law between sunset and sunrise.
 - A vessel operator failing to stop, render assistance, give name and address at the scene of an accident or failing to file an accident report within 10 days.
- Towing a water skier not wearing a USCG approved life jacket without an observer in the boat.
 - Operating a motorboat without a muffled exhaust or with a cutout on the exhaust.
 - Failure to obey regulatory water markers.
 - Operating a motorboat or skis in an area designated for swimming.
 - Engaging in snorkeling or scuba diving in waters open to boating without displaying a flag (no boat shall approach closer than 25 yards when flag displayed).

Speed Laws

No Wake

1. "No Wake" is defined as the slowest possible speed required to maintain steerage and headway.
2. It shall be unlawful to operate any motorboat greater than no wake speed in areas marked with regulatory "No Wake" buoys.
3. It shall be unlawful to operate any motorboat greater than no wake speed when within 50 feet or less of docks, piers, boathouses, boat ramps, and people in the water. This definition does not prohibit the pulling of a skier with a rope of less than 50 feet.

Slacken Speed

Operators shall reduce speed to avoid endangering persons or property by the effect of the motorboat's wake when approaching or passing vessels under way, lying to, at anchor, or made fast to the shore; or, when approaching or passing piers, docks, or boathouses; or when

approaching or passing persons in the water or using water skis or surfboards.

Safe Speed

A safe speed is a speed less than the maximum at which the operator can take proper and effective action to avoid collision and stop within a distance appropriate to the prevailing circumstances and conditions.

In establishing a safe operating speed, the operator shall take into account: visibility, traffic density, ability to maneuver the vessel (stopping distance and turning ability), background light at night, proximity of navigational hazards, draft of the vessel, limitations of radar equipment, and the state of wind, sea, and current.

Unsafe Practices

It is unlawful to allow any person to ride or sit on the bow, gunwales, transom, or on the decking over the bow of the vessel while under power unless such motorboat is provided with adequate guards or railing to prevent passengers from falls over-

board. Passengers or other persons aboard a watercraft may occupy these areas of the vessel to moor or anchor the watercraft, to cast off, or for any other necessary purpose.

Boating Education Information

The DGIF provides a free classroom boating safety course, Boat Virginia. This course is available throughout Virginia during the year. The DGIF also supports NASBLA approved boating courses offered by the USCG Auxiliary (USCGAux) and the U.S. Power Squadrons (USPS). There are several internet courses that meet Virginia's Boating Safety Education Requirement (see information about this requirement below).

For a complete up-to-date list of boating safety education course offerings and boating safety information, visit our website at www.dgif.virginia.gov/boating/education/.

To arrange a free vessel safety check, please contact your local USCG Auxiliary or USPS member at www.safetysal.net.



photo courtesy of The U.S. Coast Guard

Virginia Boating Safety Education Requirement

In 2007, the Virginia General Assembly enacted a law to establish a boating safety education compliance requirement. This requirement will be phased in over the next several years and by 2016, all operators of PWCs (Personal Watercraft such as jet skis, Sea Doos, Wave Runners) and operators of motorboats with a 10 hp or greater motor, will be required to have a boating safety education course completion card on board when operating a PWC or motorboat.

PWC Age Restriction: No person under the age of 14 may operate a PWC. Those

operators 14 and 15 MUST show proof of completing an approved and accepted boating safety course either in a classroom or online and may not operate without this proof under any circumstances. The challenge exam or other provisions of the education compliance requirement do not meet the requirements of the age restriction law for PWC operators.

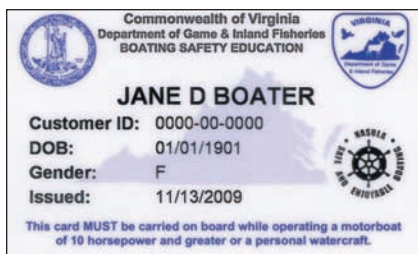
A person can meet the education requirements by meeting one of the following requirements:

- Taking a NASBLA approved, DGIF accepted boating safety education course. Courses that meet this requirement are listed on the DGIF website.

DID YOU GET YOUR VIRGINIA LIFETIME BOATER'S CARD?

Our new Lifetime Virginia Boater's Card is available to those who meet the boating safety education requirement. This durable, drivers license styled card is available for a fee of \$10.00. If you meet any of the below listed requirements – you may apply today!

- completed a NASBLA approved boating safety course (U.S. Power Squadrons, U.S. Coast Guard Auxiliary, other states' boating safety courses, or internet courses)
- completed a Virginia Challenge Exam
- have lost your original Boat Virginia card
- possess a valid license to operate a vessel issued to maritime personnel by the United States Coast Guard or a marine certificate issued by the Canadian government
- possess a Canadian Pleasure Craft Operator's Card
- possess a commercial fisherman registration



Applications can be found on the Department's website at www.dgif.virginia.gov/boating/education/.

Courses taken in the past meet our requirement – the boat operator would need to have proof of course completion in their possession while operating the vessel;

- Passes an equivalency/challenge exam;
- Possesses or once possessed a valid license to operate a vessel issued to maritime personnel by the United States Coast Guard;
- Possesses a marine certificate issued by the Canadian government or possesses a Canadian Pleasure Craft Operator's Card;
- Possesses a temporary operator's certificate as indicated on new boat registration;
- Possesses a rental or lease agreement and training documentation as issued by a motorboat rental or leasing business;
- Operates the motorboat under onboard direct supervision of a person who meets the compliance requirement;
- Operates a boat not registered in Virginia, temporarily using the waters of Virginia for a period not to exceed 90 days, and meets any applicable boating safety education requirements of the state of residency;
- Has assumed operation of the motorboat due to the illness or physical impairment of the initial operator, and is returning the motorboat to shore in order to provide assistance or care for the operator;
- Is or once was registered as a commercial fisherman pursuant to the Code of Virginia or is under the onboard direct supervision of the commercial fisherman while operating the commercial fisherman's boat.

Personal Watercraft (PWC) Operation

A personal watercraft is a motorboat less than 16 feet in length which uses an inboard motor powering a jet pump as its primary motive power and which is designed to be operated by a person sitting, standing or kneeling on—rather than in the conventional manner of sitting or standing inside—the vessel.

PWCs must follow all rules and regulations for motorboats. There are additional rules and regulations for PWC operators as follows:

1. It shall be unlawful for any person to operate a PWC or the owner or any person having control to authorize or knowingly permit a person to operate a PWC, unless the operator is at least 16 years of age. Any person age 14 or 15 may operate a PWC if they have successfully completed an approved boating education safety course, carry proof of successful completion of such course, and show this proof upon request by a law enforcement officer. See page 19 for additional information.
2. It is unlawful to operate a PWC unless the operator, each rider, and anyone being towed by a PWC is wearing a Type I, II, III, or V USCG approved life jacket. Inflatables are prohibited.
3. If the PWC is equipped with a lanyard-type engine cut-off switch, the operator must attach the lanyard to his person, clothing, or personal flotation device.
4. It is unlawful to operate a PWC after sunset or before sunrise.
5. It is unlawful to operate a PWC while carrying passengers in excess of the number for which the craft was designed by the manufacturer, including towed passengers.

6. A person shall be guilty of reckless operation who operates any PWC recklessly so as to endanger the life, limb, or property of any person, which shall include, but not be limited to: (1) weaving through other vessels which are underway, stopped, moored or anchored while exceeding a reasonable speed; (2) following another vessel or skier, crossing the path of another vessel or skier, crossing the path of another vessel more closely than is reasonable and prudent; (3) crossing between the towing vessel and a skier; or (4) steering toward an object or person and turning sharply in close proximity to such object or person in order to spray or attempt to spray an object or person with the wash or jet spray of the PWC.

7. PWC operators must maintain “no wake” operation when within 50 feet or less of docks, piers, boathouses, boat ramps, people in the water and **vessels other than PWCs**. PWCs may tow a skier with a rope less than 50 feet. No wake is defined as “The slowest possible speed required to maintain steerage and headway.”

The above provisions do not apply to participants in regattas, races, marine parades, tournaments or exhibitions approved by the Board of the DGIF or the USCG.

Navigation Rules

Most boating accidents are the result of collision, either between two vessels or between a vessel and a fixed or submerged object. (PWCs, motorboats, sailboats, canoes, etc. are all considered vessels.) For this reason, boat operators are cautioned to follow the established Navigation Rules,

especially maintaining a proper lookout and safe speed.

Remember the three basic rules of navigation:

1. Practice Good Seamanship – it is the responsibility of every vessel or PWC operator to take all necessary action to avoid collisions. Such action should be taken in ample time to avoid a collision and at a safe distance from other vessels
2. Keep a Proper Lookout – every operator must keep a proper lookout using both sight and hearing at all times. Watch and listen for other vessels, radio communications, navigation hazards, and others involved in water activities
3. Maintain a Safe Speed – safe speed will vary depending upon conditions such as wind, water conditions, navigation hazards, visibility, surrounding vessel traffic, and the maneuverability of your vessel.

The boat operator is responsible for knowing and following all of the applicable navigational rules. Copies of the rules may be obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 (202) 512-1800). The stock number is 050-012-00192-8. On the Web at: www.uscg.boating.org/regulations/navigation_rules.aspx.

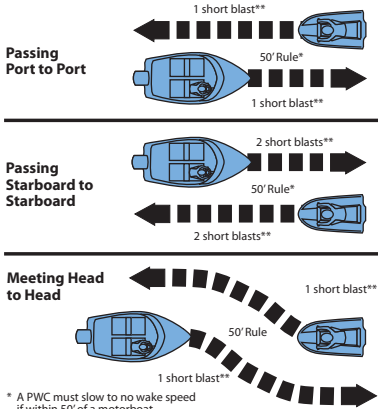
Right Side = Starboard

Left Side = Port

Give-way and Stand-on Vessels

Give-way and Stand-on is the terminology used to describe the appropriate action of each vessel in crossing and passing situations.

MEETING (HEAD-ON) SITUATIONS



* A PWC must slow to no wake speed if within 50' of a motorboat

SOUND SIGNALS

Short blast—a blast of about one second's duration
 3 short blasts indicates a motorboat operating astern propulsion
 5 short blasts is the danger signal

** Not sounded on international waters

The “give-way” vessel is the vessel that must take early and substantial action to keep well clear of another vessel.

The “stand-on” vessel shall maintain course and speed unless it becomes apparent that the vessel required to keep out of the way (the “give-way” vessel) is not taking the appropriate action. If the stand-on vessel must take action to avoid a collision, it must avoid turning to port for a vessel on her port side.

An action taken to avoid a collision needs to be positive, made in ample time and large enough to be apparent to the other vessel. If necessary to avoid a collision or allow more time to assess the situation, a vessel must slacken her speed or take all way off by stopping or reversing engines.

Power boats must give-way to sailing vessels under sail regardless of the angle the power-driven vessel approaches the sailing vessel.

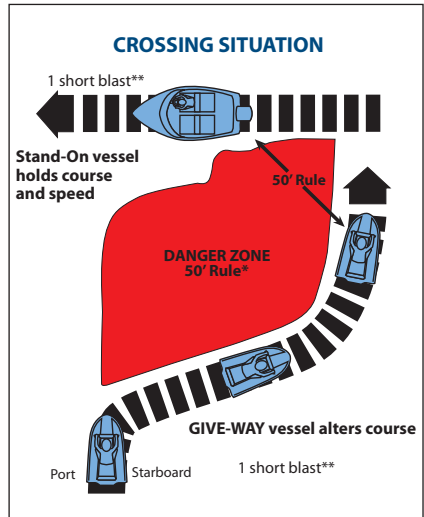
Head-on (bow to bow)

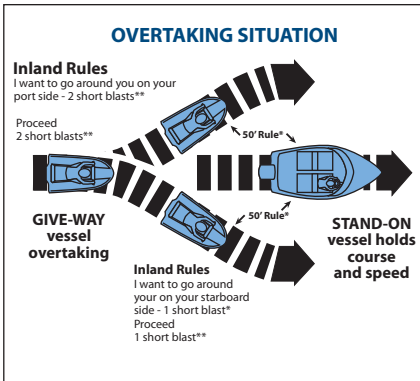
When **two power-driven vessels** are meeting head-on or nearly head-on, each shall alter her course to starboard (right) so that each shall pass on the port side of the other. A head-on situation exists when a vessel sees the other ahead or nearly ahead and by night she could see the mast-head lights of the other in a line or nearly in a line or both sidelights.

Crossing

When **two power-driven vessels** are crossing, the vessel which has the other on her starboard side shall give way and keep out of the way and avoid crossing ahead (in front) of the other vessel.

When taking action to stay out of the way, make it early, substantial and well clear of the other boat. Avoid making a succession of small alterations of course or speed. If you are directed by the Rules to stay out of the way, then make your turn large and obvious so as to be readily appar-





ent to another vessel both visually or by radar. This is especially true at night, when the only visual indication of your course change is the alteration of your boat's lights.

Overtaking

Any vessel overtaking any other shall give-way and keep out of the way of the vessel being overtaken.

When a vessel is in any doubt as to whether it is overtaking another, it shall assume that this is the case and act accordingly.

If you are being overtaken (passed), you are the stand-on vessel and should maintain your course and speed. The vessel overtaking you should notify an intent to pass by making an appropriate sound signal. One short blast of the horn or whistle means "I intend to overtake you on your starboard side" and 2-short blasts means "I intend to overtake you on your port side."

When **two sailing vessels** are approaching one another in a crossing situation, one of

them shall keep out of the way of the other as follows:

- When each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other;
- When both have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward; and
- If a vessel with the wind on the port side sees a vessel to windward and cannot determine with certainty whether the other vessel has the wind on the port or on the starboard side, she shall keep out of the way of the other.

Windward side is deemed to be the side opposite to that on which the main-sail is carried.

Responsibility Between Vessels

Except where otherwise required:

A power-driven vessel shall keep out of the way of:

- A vessel not under command;
- A vessel restricted in her ability to maneuver, such as a tug boat or deep-draft freighter;
- A vessel engaged in (commercial) fishing;
- A sailing vessel.

A sailing vessel shall keep out of the way of:

- A vessel not under command;
- A vessel restricted in her ability to maneuver, such as a tug boat or deep-draft freighter;
- A vessel engaged in (commercial) fishing.

Departure From Regulations to Avoid Immediate Danger

From time to time, it may be necessary to depart from the navigation rules in order to avoid immediate danger. For example the vessel required to keep its course and speed finds itself so close that collision cannot be avoided by the action of the give-way vessel alone, the operator shall take such action as will best aid to avoid collision. This action does not relieve the give-way vessel of its obligation to keep out of the way. The give-way vessel is that vessel required to take early and substantial action to keep well away from other vessels by stopping, slowing, or changing course.

Narrow Channels

In narrow channels, the operator of every vessel shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the right side of such vessel. The operator of a vessel under 65.6 feet in length underway, fishing, or at anchor in narrow channels shall not interfere with the passage of large, deep-draft vessels that can safely navigate only inside such channels.

Restricted Visibility

The following rule applies to vessels not in sight of one another when navigating in or near an area of restricted visibility:

Proceed at a safe speed adapted to the prevailing circumstances and conditions of restricted visibility. A power-driven vessel

shall have engines ready for immediate maneuver.

Except where it has been determined that a risk of collision does not exist, every vessel which hears the fog signal of another vessel, or which cannot avoid a close-quarters situation shall reduce her speed to the minimum at which she can be kept on course. She shall if necessary take all way off (slow down or stop) and, in any event, navigate with extreme caution until danger of collision is over.

Sound Signals for Restricted Visibility

Whistle means any sound producing device capable of producing a blast.

Short Blast = a blast of about 1 second.

Prolonged Blast = a blast of from 4–6 seconds' duration.

In or near an area of restricted visibility, whether by day or night, the following sound signals shall be made:

- A power-driven vessel making way through the water—one prolonged blast at least once every 2 minutes.
- A power-driven vessel underway but stopped and making no way through the water shall sound at intervals of not more than 2 minutes two prolonged blasts in succession with an interval of about 2 seconds between them.
- A sailing vessel, whether underway or at anchor, shall sound one prolonged blast followed by two short blasts at least once every 2 minutes.



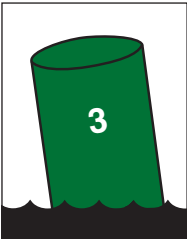
Subscribe for free
www.HuntFishVA.com

Aids to Navigation

Buoys are the most familiar aids to navigation—they're the signposts of the water. Here's how they work: entering a channel or river from open water, buoys on the right (starboard) are painted red and are even numbered starting from the mouth. Buoys on the left (port) side of the channel are green buoys with odd numbers. Stay between the red and green buoys and keep to the right of the channel.

Buoys marking mid-channel have red and white vertical stripes; those marking junctions are striped horizontally red or green with the top band marking the best channel. Red top: keep buoy on your right. Green top: keep buoy on your left. Remember: RRR for "Red Right Returning." Returning means going upstream, or coming from the ocean.

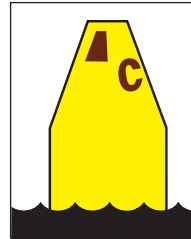
Floating Channel Markers



Can Buoy (Green)
Keep buoy to left
going upstream.



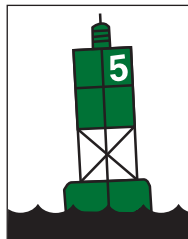
Nun Buoy (Red)
Keep buoy to right
going upstream.



Special Buoy
(Yellow)—A caution
area meaning to steer
clear. Indicates an
isolated danger.

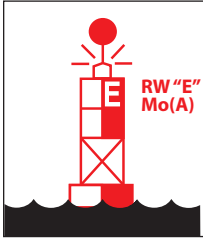


Lighted, whistle, bell, horn or gong buoy—may be
red, green or yellow.

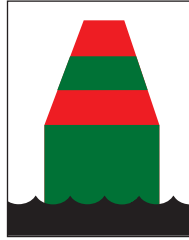


Boaters may only tie up to designated mooring buoys. Do not tie up to any other type of navigational buoy or other aids to navigation.

Additional Markers

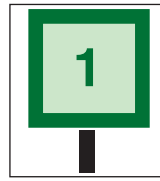


Lighted (White Light)
Mid-channel Buoy–
Pass close to either side
of unlighted red and
white, vertically
striped, spherical buoy.



Channel Junction
Buoy (Red Top)–
Keep buoy to right
going upstream to
stay in preferred chan-
nel. (Keep Green Top
buoy to left.)

Stationary Channel Markers



Daymark



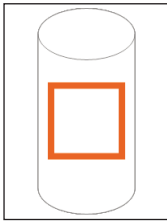
Daymark



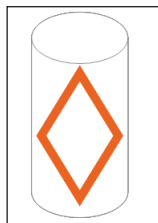
Daymark

Uniform State Waterway Marking System

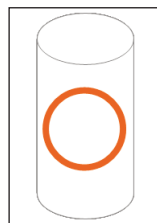
It is unlawful to place unauthorized regulatory markers on or near the public waters.



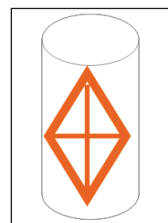
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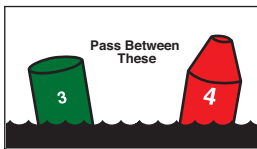
Danger



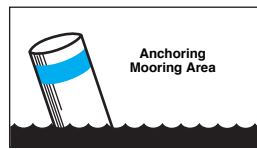
Controlled Area



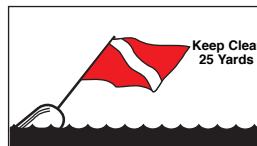
Exclusion Area–
Boats Keep Out



Opposite green and red buoys
mark channel



Blue Banded white buoy



Scuba divers or snorkelers must display "Diver Down" flag that marks their area and boats must maintain distance of 25 yards or more from any displayed diver down flag.

OTHER SAFETY CONCERNS

Boating Accident Reporting

As the operator of a vessel, you are required by law to file a formal, written report of your boating accident with the DGIF under certain circumstances.

When a Report is Required

A formal, written report must be filed with DGIF when there is:

- Damage over \$2000 by or to the vessel or its equipment;
- Injury (requiring medical help beyond First Aid) or loss of life; and/or
- Disappearance of any person from a vessel.

To inform Law Enforcement about an accident that has just occurred, please call your county or city law enforcement group, sheriff's office, Conservation Police Officer, or Department dispatcher (804-367-1258).

When a person dies or disappears as a result of an occurrence that involves a vessel or its equipment, the operator is required by law to notify the DGIF in Richmond, Virginia, or the most immediately available Department Conservation Police Officer without delay and by the quickest means possible.

Time Frame for Reporting

Written reports must be filed within the following time frames from the boating accident:

- 48 hours if a person dies within 24 hours of the accident;
- 48 hours if a person involved is injured and cannot perform usual activities;

- 48 hours if a person disappears from a vessel;
- 10 days if an earlier report is not required but becomes necessary; and/or
- 10 days if the boat or property damage is in excess of \$2000 or total boat loss.

How to File a Written Accident Report

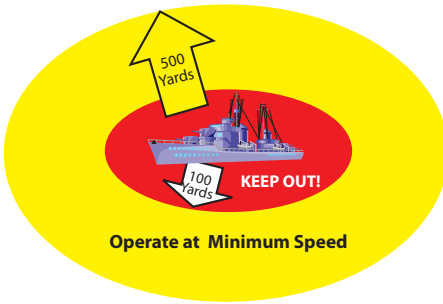
Boating Accident Report forms are obtained from local law enforcement authorities, Department Conservation Police Officers, DGIF website, and all Department offices. You may submit the completed forms in person or send them to the Law Enforcement Division—Boating Accident, Virginia Department of Game and Inland Fisheries, 4010 W. Broad St., P.O. Box 11104, Richmond, Virginia, 23230-1104. The boat operator or owner usually completes the form unless she/he is physically unable to do so.

Duty to Stop and Render Assistance

It is the duty of every operator involved in a collision to stop and offer assistance. Operators involved in a collision, who knowingly fail to comply with this law when the collision or accident results in serious bodily injury to, or the death of, any person, shall be guilty of a Class 6 Felony. When a collision or accident results in only property damage, the operator who does not comply with this law shall be guilty of a Class 1 Misdemeanor.

Naval Protection Zones

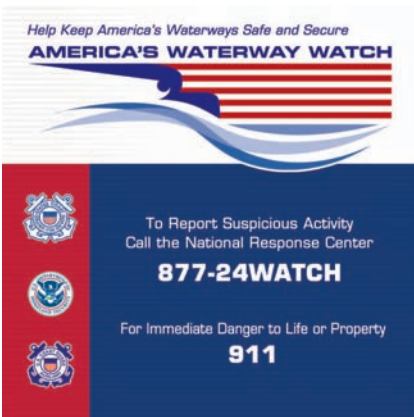
All vessels must operate at minimum speed necessary to maintain a safe course within 500 yards of the U.S. naval vessel and proceed as directed by the Commanding Officer or the official patrol. Violations of the Naval Vessel Protection Zone are a



felony offense, punishable by up to 6 years in prison and/or up to \$250,000 in fines.

No vessel or person is allowed within 100 yards of a U.S. naval vessel greater than 100 feet in length. **Special note about operation in the Little Creek Channel: Due to Little Creek Channel's width of 150 yards, all vessels must exit Little Creek Channel when a U.S. naval vessel is approaching.*

If you have questions about the Naval Vessel Protection Zone, contact Coast Guard Sector Hampton Roads Waterways Management Division at (757) 668-5580.



America's Waterway Watch

America's coasts, rivers, bridges, tunnels, ports, ships, military bases, and waterside industries may be the terrorists' next targets.

If you see outwardly suspicious activity, or even behavior that makes you uneasy, please report it. Here are things to look for:

- Unattended vessels or vehicles in unusual locations.
- Lights flashing between boats.
- Unusual diving activity.
- Unusual number of people onboard.
- Unusual night operations.
- Recovering or tossing items into/onto the waterway or shoreline.
- Operating in or passing through an area that does not typically have such activity.
- Fishing/hunting in locations not typically used for those activities.
- Missing fencing or lighting near sensitive locations.
- Anchoring in an area not typically used for anchorage.
- Transfer of people or items between vessels, or between vessels and the shore outside of a port.
- Anyone operating in an aggressive manner.
- Individuals establishing businesses or roadside food stands near sensitive locations.
- Small planes flying over critical locations.
- Persons attempting to buy or rent fishing or recreational vessels with cash for short-term, undefined use.

Call the National Response Center at 877-24WATCH or 911 to report suspicious activity.

Boat Theft Prevention

Equipment Identification

Boat owners should mark all equipment when purchased. Many local law enforcement agencies will loan an engraver for this purpose. Engrave a unique identification number and the state's abbreviation in a concealed area. These identification numbers will assist law enforcement officers in tracing stolen merchandise back to the owner.

If your boat was built before 1972, it may not have a hull identification number. Since most registration numbers can be removed easily, it is a good idea to inscribe that registration number onto some unexposed location on the interior of your boat. This works well for backup identification.

Document It

Make a complete inventory of your marine equipment, boat, and trailer. In the event of any type of loss, this information will prove invaluable in making a prompt, accurate report for law enforcement and insurance personnel.

Photograph or videotape the interior and exterior of your vessel showing all installed equipment and additional gear. Date and sign the photographs and add any clarifying or identifying messages. Store the photographs in a safe place, not in the boat.

Store It

When securing the vessel, take home as much gear as possible, including TVs, radios, CBs, small outboard engines, and other gear. There may be some equipment which must be left on the vessel. Rather than leaving it around the cabin, lock equipment inside when you leave. A secure boat cover would also help. Out of sight—out of mind!

Outboard motors, especially the larger ones, may be impractical to remove. Adding an outboard motor lock can make them more secure.

Trailerable Boats

Stealing a boat is much easier if a thief can hitch up to your boat on a trailer and drive away. These tips may help.

- If possible, store the boat and trailer in a locked garage, secured boat-storage facility, or mini-storage stall.
- Boats stored at home may be put in the back or side yard out of sight.
- Store the boat with the trailer tongue not easily accessible.
- If storing a boat in an open driveway, carport, or open side-lot, park another vehicle or other large object in front of the trailer.
- Remove one trailer wheel.
- Store the spare tire in an automobile, truck, or secure it to the trailer with a chain and lock.
- Secure the boat and trailer to a permanent object with a good quality chain and lock.
- Purchase a good quality trailer hitch lock and use it—even if stored inside.
- When it is necessary to leave your boat along the shoreline during an extended outing, remove the outboard motor or secure it with a transom lock.

Vessel Security

There are several things that can be done to reduce the risk of vessel theft.

Marine Hatch—Marine dealers carry special exterior hatch locks. When fastened with a quality padlock, one of these improves security. Depending on the type

of boat, it may be possible to add or substitute hinges for improved security.

Forward Hatch—Special interior hatch fasteners, or even a padlock can be added. These should be unlocked when the boat is in use.

Windows—For sliding windows, place a length of dowel in the track to prevent the window from being forced open. Locksmiths and hardware dealers also carry a variety of special, small locks and fasteners which can be used to increase the security of other types of windows.

There are many systems which can be installed on boats. Care should be taken to select one designed for marine use—one that is resistant to water, salt, and humidity with a reset function.

Report It

If your boat, trailer, or gear is missing, report it immediately to the following groups. Use your written and photographic marine record to give specific and complete information.

- Local law enforcement agencies.
- Your insurance company.
- Department of Game and Inland Fisheries.
- The dock or harbormaster.
- Neighboring boaters.
- Local newspapers.

When Buying a Boat

- Be careful when buying a boat because it could be stolen.
- Be certain that the boat's description on the title matches the boat you are buying. Check year, make, length, and hull identification number.

- Be sure the model and serial number on an outboard motor have not been removed, tampered with, or altered.
- Be suspicious of a fresh paint job on a late-model vessel.
- When buying a used vessel, try to deal with a reputable marine dealer or a broker licensed by the state.
- If the price seems too good to be true, there is a good chance that the boat is stolen.

Carbon Monoxide

Carbon monoxide is an odorless, colorless, tasteless gas that can be toxic in small quantities. It is produced by engines, generators, grills, and other equipment commonly used by boaters. Every year people who recreate on and around boats are overcome by the effects of carbon monoxide.

Recreational boaters need to be aware of carbon monoxide poisoning prevention practices such as regular professional boat inspections; the installation and maintenance of carbon dioxide detectors in living spaces; the hazards of "platform dragging" exhaust leaks from CO sources; specific boat design features of concern (especially



Carbon monoxide being released near a dock. Photo courtesy of the U.S. Coast Guard.

houseboats); and the danger of swimming near the stern of the watercraft while generators, engines, or other carbon monoxide-producing equipment is in operation.

Capsizings and Falls Overboard

Capsizings and falls overboard are the leading cause of fatal boating incidents. To help lessen the chance of capsizing or falling overboard, follow these basic safety tips:

- Always wear your life jacket.
- Stay low in the boat and maintain 3 points of contact. Keep 2 feet and 1 hand, or 2 hands and 1 foot in contact with the boat at all times. If seated, you have one point of contact on the seat, and still need to maintain 2 others - such as 1 foot, 1 hand, 2 feet, etc.
- When loading supplies into a boat, have one person get into the boat and then hand that person the supplies.
- If retrieving an item from the water, maneuver the boat close to the object and use a boathook or paddle. If you do need to reach outside the hull of the boat, keep 3-points of contact.
- Keep an even, balanced load.
- Do not attach the anchor line to the stern of the boat.
- When pulling up the anchor, stay low in the boat and well balanced.
- If in rough waters, head the bow of the boat anywhere from directly into the seas up to a 45-degree angle depending on sea state and vessel construction.
- Follow the information stated on the "Capacity Plate." Never exceed the allowable weight, horsepower rating, or maximum number of people.

ENJOYING THE WATER

Water Skiing Safety

The boating law contains several provisions relating to the towing of persons on water skis, aquaplanes, and similar devices; and the manipulation of such devices by the person being towed.

1. All boats towing a water skier(s) or other persons on towed devices **MUST** have **ONE** of the following:
 - a. Persons being towed must be wearing a USCG approved life jacket, or
 - b. There must be an observer on the boat (in addition to the operator) who is in a position to observe the progress of the skier.
2. A person(s) being towed on water skis or other device may not operate in a reckless or dangerous manner.
3. A person(s) being towed on water skis or other device may not operate while under the influence of alcohol or drugs, including prescription narcotics and illegal drugs.
4. The operator of the boat towing a water skier(s) or person(s) on another towing device may not manipulate or control the boat so as to cause the person(s) being towed to collide with any object or person.



Dwight Dyke

5. Water skiing (or towing of people on other devices) is allowed only between one-half hour before sunrise to one-half hour after sunset. Check the official sunrise and sunset times for your area.

Environmental Laws

Pollution

It is illegal for anyone to pollute our waterways in Virginia. If you can't recycle it, take it ashore to a trash receptacle. Please help keep the waterways clean by picking up your trash. If you see any source or indication of water pollution, such as dead fish, call your local Health Department, or call the Richmond office of the Virginia Department of Health at 804-786-1761.

Sea Turtle and Marine Mammal Encounters

While boating in Virginia, you may encounter sea turtles, which are common in the summer months in the coastal ocean, Chesapeake Bay, and associated river mouths, and marine mammals (whales, dolphins, porpoises, manatees and seals), which are most common in the coastal ocean and Chesapeake Bay mouth, but can occur inside the bay and associated river mouths as well. Sea turtles are protected by the Endangered Species Act (ESA), and marine mammals are protected by the Marine Mammal Protection Act (MMPA).

Guidelines for approaching dolphins and sea turtles suggest that vessels stay at least 50 feet away and cut the engine or remain in neutral if the animals approach you. Large whales such as humpback and fin whales can also be seen in the Chesapeake Bay and ocean waters off Virginia. Vessels are asked to remain at least 300 feet from these endangered whales. Occa-

sionally manatees are sighted in Virginia waters. Vessel operators should avoid approaching manatees as they are critically endangered and susceptible to vessel strikes. Be a responsible vessel operator and allow Virginia's sea turtles and marine mammals to exist undisturbed in our waters, their natural habitat.

The Marine Environment

Nuisance aquatic species, such as zebra mussels and hydrilla, can spread quickly, replace native species, and damage water resources. Properly cleaning boats and equipment after each use can prevent the spread of invasive marine species.

Submersed aquatic vegetation (or SAV) are underwater plants often found in shallow (usually less than 6 feet) areas. They are important habitat for fish and shellfish, particularly the blue crab, and are a food source for several waterfowl species. Scientific studies have shown that SAV beds can be scarred by boat propellers or by larger craft if they run aground. When operating your boat in shallow areas, particularly at low tide, be careful to avoid damaging SAV.



2011 Kids'n Fishing Contest

"takemefishing"

Motorboat and PWC Operators

Boating Safety Courses Are Required

Personal Watercraft (PWC) “Jet Ski”

Age 50 or younger, July 1, 2011

All ages by July 1, 2012

Boats With Motors–10hp or Greater

Age 20 or younger, July 1, 2011

Age 30 or younger, July 1, 2012

Age 40 or younger, July 1, 2013

Age 45 or younger, July 1, 2014

Age 50 or younger, July 1, 2015

All ages by July 1, 2016

Be Responsible Be Safe Have Fun

RECYCLE YOUR FISHING LINE!

Look for these containers at boat ramps and marinas.

VDGIF and VMRC are launching a fishing line recycling program across the state, installing PVC pipe recycling containers at public access sites at several lakes and rivers and coastal waterways. Anglers and boaters are encouraged to deposit used monofilament fishing line into the PVC containers. For more information please go to www.dgif.virginia.gov.



Lee Walker

Lake Horsepower Limits

Note: While some lakes have unlimited horsepower, they may have speed limits. Most lakes not listed are 'Electric Motors Only,' but a few small city or county lakes have 'No Boat' regulations. Check local regulations.

Lake	Limit
Anna	unlimited
Back Bay	unlimited
Bannister	unlimited
Briery Creek	10 HP
Buggs Island	unlimited
Burnt Mills	10 HP
Chesdin	unlimited
Chickahominy	unlimited
Claytor	unlimited
Cohoon	10 HP
Drummond	25 HP
Emporia	10 HP
Ft. Pickett Lakes	35 HP
Flannagan	unlimited
Gaston	unlimited
Gordon	10 HP

Lake	Limit
Harrison	5 HP
Kilby	10 HP
Leesville	unlimited
Meade	10 HP
Moomaw	unlimited
North Fork Pound	unlimited
Nottoway	10 HP
Occoquan	10 HP
Philpott	unlimited
Prince	10 HP
Sandy River	10 HP
Smith [Virginia Beach]	10 HP
Smith Mountain	unlimited
Speight's Run	10 HP
South Holston	unlimited
Western Branch	10 HP



Dwight Dyke

DGIF BOAT RAMPS AND ACCESS POINTS

DGIF-managed public boat access facilities are to be used for parking vehicles/trailers while boating and fishing, and are provided for this purpose only. Camping, swimming, sunbathing, loitering, or any other use of the property, other than launching or retrieving boats and/or fishing is prohibited and considered trespassing. Public display of alcoholic beverages is prohibited. PWC staging on, or adjacent to, the boat ramp is prohibited. Littering, dumping, and destruction of state property laws will be strictly enforced on these properties.

Maps and driving directions may not work for all locations. Map information provided through Google is intended for planning purposes only. You may find that construction projects, traffic conditions, or other events may differ from the map results.

Remember to check a boat landing's status before visiting!

Key: () = miles R = Right L = Left

Types of Access: R—Concrete Ramp RS—Concrete, Shallow Water CH—Concrete, Hand Carry BS—Boat Slide SA—Shoreline Access GA—Gravel Access

County/City	Body Of Water	Access Area	Barrier Free?	Type of Access	#	Location
Accomack	Messongo Creek	Hammock	N	R	1	From Temperanceville. Rt 13 Turn W. Rt 695 (9.5), Turn S. Rt 788 (1 Mi.)
Accomack	Pungoteague Creek	Harborton	Y	R	2	From Pungoteague, West On Rt-180 (3) To Harborton. Access At End Of Rt. 180
Accomack	Queen Sound Channel	Queens Sound	No	R	1	On Rt 175 to Chincoteague from Wallop Station, * Very limited parking
Albemarle	Beaver Creek Lake	Beaver Creek Lake	No	R	1	From Charlottesville, Rt 250 West (.7); R on Rt 680 to Lake
Albemarle	Albemarle Lake	Lake Albemarle	Yes	R	1	From Charlottesville, Rt 601 West (4.7); L on 676 (1.1); R on Rt 614 (3.8); L on Rt 675 (2.7)
Albemarle	James River	Scottsville	Yes	R	1	Town of Scottsville, Ferry Street
Alleghany	Jackson River	Indian Draft	No	SA	0	From Covington, N. Rt.220, left Rt. 687 @ Clear. Pk, (3 mi. on E. side)
Alleghany	Jackson River	Island Ford II	No	SA	0	From Covington, E. on Rt. 1104 (2 mi. on right)
Alleghany	Jackson River	Johnson Spring	No	SA	0	From Covington, N Rt 220, left Rt. 687, Clear. Pk, S. Rt 638 Nat.Well (1/2m)
Alleghany	Lake Moomaw	Lake Moomaw (Coles Point)	Yes	R	1	From Covington, Rt 60 West (4); R on Rt 600 (9.5)
Alleghany	Jackson River	Low Moor	No	SA	0	From Low Moor exit (I64), N. 100 yds, E., on Rt. 1101, follow signs to access

County/City	Body Of Water	Access Area	Barrier Free?	Type of Access	#	Location
Alleghany	Jackson River	Petticoat Junction	No	SA	0	From Covington, N. Rt 220, left Rt. 687 at Clear,Pk-1 mi on left
Amelia	Amelia County Lake	Amelia Lake (WMA)	Yes	R	1	From Rt 360, Rt:604 North (4.9); L on Rt 616 (1.4); R on Rt 652 (.9) to WMA
Amherst	Mill Creek Reservoir	Mill Creek	Yes	R	1	From Amherst, Northwest on Rt:645 (9.5)
Amherst	James River	Snowden	No	R	1	From Snowden, Rt 501/130 East cross over Rocky Roe Run (1)
Amherst	Stonehouse Lake	Stone House Creek	No	R	1	From Amherst west, Rt 60 West (6); R on Rt 778 (2.4); L on Rt 610 (.3); R on Rt 625 (.3); L
Amherst	Thrasher's Lake	Thrasher's Creek	No	R	1	From Amherst, Rt 60 North (8); R on Rt 610 (1.5); L on Rt 617 (.5); L on Rt 829 (.4)
Appomattox	James River	Bent Creek	No	R	1	At Bent Creek at the intersection of Rt 60 and Rt 26
Arlington	Potomac River	Gravelly Point	Yes	R	2	George Washington Memorial Parkway, N of National Airport
Bedford	Smith Mountain Lake	Hales Ford	Yes	R	1	From Moneta, Rt 122 S (1.5), L Rt 695 (1.25), R Rt 828(1.5) R Meadow Pt. Dr (.25); R Oak Hollow Rd (.25)
Bedford	Smith Mountain Lake	Hardy Ford	Yes	R	2	From Stewertsville, Rt 24 West (2.4); L on Rt 635 (1.5); L on Rt 634 (3.7)
Bedford	James River	Reed Creek Landing	No	R	1	From Big Island take 501 South, access adjacent to Georgia Pacific Plant on the River
Botetourt	James River	Arcadia	No	SA	0	From Buchanan, N. Rt. 11, E. Rt. 614, 1 1/2 mi.
Botetourt	James River	Buchanan	No	R	1	Town of Buchanan
Botetourt	James River	Craig Creek	No	SA	0	Under Rt. 220 Bridge at Rt. 683
Botetourt	James River	Horseshoe Bend	No	R	1	From Buchanan. West on Rt. 43 (7mi)
Botetourt	James River	Irongate	No	SA	0	From Irongate, Rt. 220
Botetourt	James River	Springwood	No	SA	0	From Buchanan, Rt:43 North (3.5); L on Rt 630 to (1); Rt 601
Brunswick	Brunswick County Lake	Brunswick Lake	Yes	R	1	From Lawrenceville, Rt 58 East (4); L on Rt 638 (2)
Brunswick	Great Creek	Great Creek Watershed	Yes	R	1	From Lawrencev. N. Rt. 46, 2 1/2 mi, W. on road before school (1/2 mi.)
Brunswick	Lake Gaston	Pea Hill	Yes	R	1	From Gasburg East on Rt 626 (.9); L on Rt 705
Buckingham	Horsepen Lake	Horsepen Lake WMA	No	R	1	From Buckingham, South on Route 638 (3); L into WMA 1 mile to Landing

County/City	Body Of Water	Access Area	Barrier Free?	Type of Access	#	Location
Buckingham	James River	New Canton	Yes	R	1	From Arvonnia Rt. 15, N. app.2 mi. E. Rt 670, N. beyond P.O. (1/2/mi.)
Buckingham	Slate River Watershed	Slate River Watershed	Yes	SA	0	From Sliders, North on Rt 24 (.25); R on Rt 636 (3.25); L on Rt 640 (.8) to L on Forest Rd
Campbell	Staunton River	Alta Vista	Yes	R	2	From the Town of Altavista take Route 688 south to Riverside Park
Campbell	Staunton River	Brookneal	No	R	1	Town of Brookneal off Rt.40 & 501 South
Campbell	James River	Joshua Falls	Yes	BS	0	From Kelly on Rt.460 to N. Rt.726 (4)
Campbell	Staunton River	Long Island	Yes	R	1	Town of Long Island off Rt 761
Carroll	New River	Byllesby Pool	Yes	R	1	From the Town of Riverhill, N on Rt 739 to the River
Carroll	New River	Ivanhoe	No	SA	0	From Rt 94 (S. of Ivanoe), turn East on Rt. 658, follow under New River Trail, turn left into site
Carroll	Lovills Creek Lake	Lovill's Creek	Yes	R	1	From Rt. 52 at NC state line, North on Rt. 52 (1), East on Rt. 686 to Lake entrance
Charles City	Chickahominy River	Morris Creek	Yes	R	1	Between Rt 5 & Rt 60; Rt 621 off Rt 623 in Chickahominy WMA
Charlotte	Staunton River	Clarkton Bridge	No	R	1	From Rt 40 at Womacks, S on Rt 649 to W. on Rt 619 at Harrisburg to S. Rt 620 to River
Chesapeake	S. Branch Elizabeth River	Elizabeth River Park	Yes	R	4	City of Chesapeake, Rt 337
Chesterfield	James River	Dutch Gap	Yes	R	2	I-95 East to Rt 10 (.2); L on Rt 732 (2); R on Rt 615 (1)
Chesterfield	James River	Robious Landing	Yes	BS	0	From Rt. 147 & Rt 711 (Robious Rd.), West on Rt 711 (3), follow Chesterfield Park sign to river
Clarke	S. Fork Shenandoah River	Berry's	No	R	1	Rt 50 East of Rt 340 (5.5)
Clarke	Shenandoah River	Castleman's Ferry	No	R	1	From Berryville East on Rt 7; R on Rt 606
Clarke	Shenandoah River	Lockes	No	R	1	From Berryville, East on Rt 7 (3); R on Rt 621 (8.4)
Colonial Heights	Swift Creek	White Bank Park	Yes	R	1	City of Colonial Heights
Culpeper	Rappahannock River	Kelly's Ford	Yes	BS	0	From Remington, Bus Rt 15 S. (.5); L on Rt 673 (2.4); L on Rt 674 (3.3); L on Rt 620 (.1)

County/City	Body Of Water	Access Area	Barrier Free?	Type of Access	#	Location
Culpeper	Lake Pelham	Lake Pelham	Yes	R	1	From Culpeper, South on Rt 29 (1.8) from Rt 15, West on Rt 718, Right on Pelham Rd.
Culpeper	Mt. Run Lake	Mountain Run Lake	Yes	R	1	From Culpeper, South on Rt 29 (1.8) from Rt 15, West on Rt 718 (2) into Park on left
Cumberland	James River	Cartersville	No	R	1	Town of Cartersville on Rt 45
Cumberland	James River	Columbia	No	R	1	South of Columbia on Rt 690
Dinwiddie	Lake Chesdin	Lake Chesdin	Yes	R	2	From Petersburg, Rt 460 W (4); R on Rt 226 (2); R on Rt 600 (9); L on Rt 601(3.5); R on Rt 776 (6)
Emporia	Meherrin Reservoir	Emporia	No	R	1	From Rt 58 in Emporia; Rt 619 South 1 mile
Emporia	Meherrin River	Meherrin Park	Yes	R	1	In Emporia, off of Route 301 , East on Hicksford Ave. into Meherrin Park Road, follow to end
Essex	Hoskin's Creek	Hoskin's Creek	No	R	1	Town of Tappahannock, Rt T-1002 (Dock Street)
Fairfax	Burke Lake	Lake Burke	Yes	R	1	From City of Fairfax, Rt 123 South
Fauquier	Lake Brittle	Lake Brittle	Yes	R	1	From New Baltimore Rt 15 East (.3); R on Rt 600 (1.5); R on Rt 793 (1.2); R on Rt 825 (3)
Fluvanna	Rivanna River	Crofton	No	R	1	From Zion Crossroads, Rt 15 South (4); R on Rt 616 (2.1); L on Rt 600 (1.5)
Fluvanna	James River	Hardware River	No	RS	0	From Scottsville, Rt 6 East (6); R on Rt 646 (3.8)
Fluvanna	Rivanna River	Palmyra	No	SA	0	From Town of Palmyra, Rt 53
Fluvanna	Fluvanna Ruritan Lake	Ruritan Lake	Yes	R	1	From Town of Palmyra, Rt 53 (3); L on Rt 660 (.1); R on Rt 619 (3)
Franklin	Blackwater River	Blackwater Landing	Yes	R	2	Located just beyond the south end of Main St.
Franklin	Smith Mountain Lake	Penhook #9	Yes	R	2	From Penhook, Rt 660 North (.8); R on Rt 966 (1.4)
Franklin	Smith Mountain Lake	Scruggs #8	Yes	R	1	From Moneta southwest on Rt 122 (7); L on Rt 616 (5.7); R on Rt 601 (2)
Frederick	Wheatlands Lake	Lake Frederick	Yes	R	1	On Rt 340 South (1) of Double Toll Gate
Fredericksburg	Rappahannock River	City Docks	Yes	R	2	City of Fredericksburg on Sophia Street
Giles	New River	Glen Lyn	No	R	1	Town of Glen Lyn on Rt 460
Giles	New River	Narrows	Yes	RS	0	North of Narrows on Rt 649

County/City	Body Of Water	Access Area	Barrier Free?	Type of Access	#	Location
Giles	New River	Rich Creek	No	R	1	East of Rich Creek (.5) on Rt 460
Giles	New River	Snidow Park Landing	Yes	R	1	In the Town of Pembroke take Snidow Road (Rt 623) south to bridge, L into Snidow Park
Gloucester	Plankatank River	Deep Point	Yes	R	1	From Glenss, Rt 198 East (7.5); L on Rt 606 (1.5)
Gloucester	York River	Gloucester Point	Yes	R	2	Town of Gloucester Point, Rt 1208
Gloucester	Poropotank River	Tanyard	No	R	1	From Gloucester, Rt 14 North (4.3); L on Rt 613 (3.3); R on Rt 610 (.6); L on Rt 617 (.5)
Gloucester	Ware River	Warehouse	Yes	R	1	East of Gloucester on Rt 621 (2)
Goochland	James River	West View	Yes	R	1	From Goochland, Rt 6 West (3.5); L on Rt 600 (4.8); R on Rt 643 (1.2)
Grayson	New River	Baywood	No	RS	0	From Independence, Rt 58 East (6)
Grayson	New River	Bridle Creek	No	R	1	From Independence, Rt 58 West (1.8); L on Rt 711 (3.9)
Grayson	New River	Independence	No	GA	0	From Independence, Rt 21 South to Rt 221 (3.2); L on Rt 700 (.5)
Grayson	New River	Mouth of Wilson	No	GA	0	East of Mouth of Wilson; Intersection Rt 58 & 93
Grayson	New River	Oldtown	No	GA	0	Rt 58 West; R on Rt 640 (Old Town Rd) (1); R on Rt 634 (1.3); L on Rt 641 (1.7)
Grayson	New River	Riverside	No	GA	0	Intersection of Rt 94 & Rt 274, South of Fries
Greensville	Nottoway River	Jarratt	Yes	R	1	From Jarratt, Rt 630 East (2.2) to Nottoway River; site on left
Greensville	Nottoway River	Purdy	No	R	1	From Jarratt, Rt. 610 West (.7); R on Rt 608 (4.4); R on Rt 651 (1.2)
Halifax	Banister River	Banister Lake	No	R	1	North of Halifax on Rt 501
Halifax	Staunton River	Clover	No	R	1	From Clover, Rt 360 East (3.5)
Halifax	Hycro River	Hycro	No	R	1	From South Boston, Rt 58 East (8)
Halifax	Connor Lake	Lake Connor	Yes	R	1	From Clover, Rt 746 N (4); L on Rt 603 (2.6); R on Rt 619 (2.19); R on Rt 623 (1.3); R on Rt 624 (1.5)
Halifax	Dan River	South Boston	Yes	R	1	City of South Boston at end of Maple Avenue
Halifax	Staunton River	Watkins Bridge	No	R	1	From Clover, Rt 746 North (8.5)

County/City	Body Of Water	Access Area	Barrier Free?	Type of Access	#	Location
Hampton	Back River	Fox Hill	Yes	R	3	North (1) of Fox Hill at end of Dandy Point Road
Hanover	South Anna River	Ground Squirrel Bridge	Yes	CH	0	From Rt. 33 at Farrington, Northwest on Rt. 33 (2.25) to access at river on right.
Hanover	Pamunkey River	Little Page Bridge	Yes	BS	0	From Hanover, North on Rt 301 (2)
Hanover	South Anna River	Patrick Henry	Yes	CH	0	From Ashland , West on Rt 54 (4.5)
Henrico	James River	Deep Bottom	Yes	R	2	South (8) of Seven Pines on Deep Bottom Road
Henrico	James River	Huguenot Bridge	No	BS	0	West of Huguenot Bridge (.2) off Southampton Street
Henrico	James River	Osborne Pike Landing	Yes	R	6	Intersection of Kingsland Road and Osborne Turnpike
Isle of Wight	Jones Creek	Jones Creek	Yes	R	2	From Rt 17, West on 669 (.5), West on Rt 665 (1.5) , turn left into Jones Creek Landing
Isle of Wight	Blackwater River	Joyner's Bridge Ldg.	Yes	R	1	At Intersection of River and Rt. 611 (S/E quad)
James City	Diascund Creek Reservoir	Diascund Landing	Yes	R	1	From Rt. 60 at Norge, West on Rt. 60 (8), North on Rt. 603 (0.5) to access on right.
King & Queen	Mattaponi River	Melrose Ldg.	Yes	R	1	From King & Queen C.H., Rt. 14 South (2.8); R on Rt 602 (1.2) to Ramp
King & Queen	Mattaponi River	Waterfence Ldg.	Yes	R	1	From West Point, Rt 33 East, turn L onto SR 14 (5), turn L onto SC 611 to end
King George	Rappahannock River	Hopyard Landing	Yes	R	1	From Rt 301 North of Rapp. River, west on Rt. 607 (4.5 mi.), South on Old Wharf Road, follow to Landing
King William	Mattaponi River	Aylett	Yes	R	1	Aylett, Rt. 360 East, R onto Rt. 600
King William	Pamunkey River	Lester Manor	Yes	R	1	From King William C.H., Rt. 30 South (.7); R on Rt 633 (7.4); L on Rt 672 (.4)
King William	Mattaponi River	West Point	Yes	R	2	Town of West Point on Rt. 33
Lancaster	Greenvale Creek	Greenvale Creek	Yes	R	1	From Lively Rt. 3, S. Rt 201, E. Rt. 354, S. foll. Rt 624 Mullosk (1/2 mi.)
Lee	Lake Keokee	Lake Keokee	Yes	R	1	Rt. 624 South of Keokee
Loudoun	Potomac River	McKimmey (Point of Rocks)	Yes	R	1	Point of Rocks, Rt.672

County/City	Body of Water	Access Area	Barrier Free?	Type of Access	#	Location
Lumenburg	Nottoway River	The Falls	No	R	1	Northeast on Rt 49, (4) of Victoria
Mathews	East River	Town Point	Yes	R	1	From Mathews, Rt. 14 South (3.8); R on Rt. 615 (1.6)
Mecklenburg	Lake Gordon	Lake Gordon	No	R	1	Rt. 58 South (3.5); R on Rt. 664 (6); R on Rt. 799
Mecklenburg	Lake Gaston	Poplar Creek	Yes	R	2	From Broadnax, Rt. 58 West (.2); L on Rt 626 (1.8)
Mecklenburg	Lake Gaston	Steel Bridge	Yes	R	1	Southwest on Rt. 1 (7) of South Hill
Middlesex	Rappahannock River	Mill Creek	Yes	R	1	From Hartfield, Rt. 3 North (.5); R on Rt 626 (3.1)
Middlesex	Parrotts Creek	Mill Stone	Yes	R	1	Church View, Rt. 17 North (1.1); R on Rt 640 (4.4); L on Rt 608 (.8)
Middlesex	Rappahannock River	Saluda	Yes	R	1	Rt 618 North (1.4) of Saluda
Montgomery	New River	Claytor Dam	No	R	1	Rt. 232-605 South (2) of Radford
Montgomery	New River	Whitethorne	No	R	1	From Rt. 460, Rt. 655 West (6.8); L on Rt 652 (.2); R on Rt 623 (1)
Nelson	Lake Nelson	Lake Nelson	Yes	R	1	From Arrington, Rt 655 East (1.4); L on Rt 812 (.8) to Ramp
Nelson	James River	Midway	No	R	1	In James River WMA off Rt 743 (3); Northeast of Wingina
Nelson	James River	Wingina	No	R	1	Rt 56 South of Wingina
Newport News	Hampton Roads	Peterson Yatch Basin	Yes	R	2	I-64 to Terminal Ave. exit, L on Jefferson Ave to 16th St; R 16th St. (1) to Anderson Park
Northampton	Cape Charles River	Cape Charles	Yes	R	4	Town of Cape Charles, Rt. 1103
Northampton	Oyster Harbor	Oyster	Yes	R	2	In Oyster on Rt 1802
Northampton	Red Bank Creek	Red Bank	No	R	1	From Nassawadox, Rt 13 South (1); L on Rt 617 (1.9)
Northumberland	Great Wicomico River	Coopers	Yes	R	1	From Heathsville, Rt. 360 East (4) to Hoirse Head; R on Rt 707 (1.5)
Northumberland	Yeocomico River	Lodge Landing	Yes	R	1	From Callo, North on Route 712 to end of road. (Lodge Creek)
Northumberland	Cockrell's Creek	Shell	No	R	2	Southeast on Rt 657 (2) of Reedville
Nottoway	Nottoway Lake	Nottoway County Lake	No	R	1	Rt. 606 North (5.5) of Blackstone
Orange	Lake Orange	Lake Orange	Yes	R	1	From Orange, Rt 20 East (2.2); R on Rt 629 (2); L on Rt 739 (6)
Page	S. Fork Shenandoah River	Alma	No	SA	0	Rt 650 South of Alma (.5)
Page	S. Fork Shenandoah River	Fosters	No	R	1	From Luray, Rt 675 North (2.7); R on Rt R-684 (6)

County/City	Body Of Water	Access Area	Barrier Free?	Type of Access	#	Location
Page	S. Fork Shenandoah River	Grove Hill	No	SA	0	From Shenandoah, Rt 340 North (2); R on Rt 650 (1.1)
Page	S. Fork Shenandoah River	Inskip	No	RS	0	From Luray, Rt 684 North (2.5) at the Rt 675 Bridge
Page	S. Fork Shenandoah River	Massanutten	No	RS	0	From Luray, Rt. 211 West (3.8); R on Rt 615 (2.8)
Page	S. Fork Shenandoah River	Newport	No	SA	0	Northeast on Rt 340 (7) of Shenandoah
Page	S. Fork Shenandoah River	Shenandoah Riverside	Yes	R	1	Town of Shenandoah, Morrison Street
Page	S. Fork Shenandoah River	White House	No	R	1	From Luray, Rt 211 East (2.8); R on Rt 646 (1)
Pittsylvania	Smith Mountain Lake	Anthony Ford #4	Yes	R	1	From Penhook, Rt 40 East (2); L on Rt 626 (6)
Pittsylvania	Lake Burton	Lake Burton	No	R	1	From Callands, Rt 57 E (3); L on Rt 969 (3); R on Rt 626 (1.3); R on Rt 649 (6); R on Rt. 800 (2.3)
Pittsylvania	Leesville Reservoir	Leesville Dam #7	No	R	1	From Hurt, Bus Rt 29 South (1.5) to Rt 988 (1.3); R on Rt 642 (1.2); R on Rt 754 (2.9)
Pittsylvania	Leesville Reservoir	Myer's Creek	No	R	1	From Gretna, Rt 40 W (2.5); R on Rt 790 (2); L on Rt 765 (2.7); L on Rt 672 (1.2); R on Rt 768 (2.2)
Poquoson	Back River	Messick	No	SA	0	City of Poquoson, Rt 171 to Back River
Portsmouth	W. Branch Elizabeth River	City Park	Yes	R	4	City of Portsmouth on City Park Drive
Powhatan	James River	Beaumont	No	R	1	Rt. 522 South (1) of Maidens
Powhatan	Lower Powhatan Lake	Powhatan Lakes	No	R	1	From Powhatan, Rt 60 West (3.2); R on Rt 684 (1.8); L on Rt 625 (1.6)
Powhatan	James River	Watkins Landing	Yes	R	2	From Bon Air, Rt 147 West (3); R on Rt 711 (6.5); R on Rt 625 (1.2)
Prince Edward	Briery Creek Lake	Briery Creek	Yes	R	1	Rt. 460 S Farmville, S. Rt. 15, (5 1/2m) enter WMA on W Rt 14, cont. 3/4 m
Prince Edward	Briery Creek Lake	Briery Creek - 701 Landing	Yes	R	1	Rt. 460 S Farmville, S. Rt. 15, (8 miles) to Rt 701, turn left onto 701 to end
Prince Edward	Sandy River Reservoir	Sandy River Reservoir	Yes	R	2	Rt. 460 E, Farmville, S. Rt on 640 (1m) enter on left
Pulaski	Claytor Lake	Allisonia	Yes	R	1	At Allisonia, Rt 693
Pulaski	Claytor Lake	Dublin	Yes	R	3	Southeast on Rt 660 (7) of Dublin
Pulaski	Claytor Lake	Harry DeHaven Park	Yes	R	2	From I-81, S on Little River Dam Rd (5.5), W on Poor House Rd. (2.5) to Park, follow signs to ramp

County/City	Body Of Water	Access Area	Barrier Free?	Type of Access	#	Location
Richmond	James River	Ancarrow's Landing	Yes	R	2	City of Richmond on Maury Street
Richmond	Rappahannock River	Carter's Wharf	No	R	1	From Warsaw, Rt 3 West (2); Rt 624 North (10.8); L on Rt 622 (2)
Richmond	Rappahannock River	Simonson Landing	No	R	1	From Farnham, Rt 3 East to Rt 608 South to Rt 606 to ramp
Richmond	Totuskey Creek	Totuskey	No	R	1	From Warsaw, Southeast on Route 3 (3)
Rockbridge	Robertson Lake	Lake Robertson	No	R	1	Rt 770 West (1) of Collierstown
Rockbridge	Maury River	Locker Landing	No	SA	0	Town of Glasgow on Rt 130
Rockbridge	Maury River	VMU Route 60 Bridge	No	SA	0	West of Bueno Vista off Route 60 (.5)
Rockingham	S. Fork Shenandoah River	Elkton	No	BS	0	From Elkton, North on Rt 33 Business (2)
Rockingham	South River	Grottoes Landing	No	BS	0	From Town of Grottoes; N on Rt 825; W on 20th St, follow to Park entrance, road to river
Rockingham	S. Fork Shenandoah River	Island Ford	No	SA	0	From Island Ford Rt. 340, W. Rt 649, Left Rt. 642, ramp on right
Rockingham	Lake Shenandoah	Lake Shenandoah	Yes	R	1	From Harrisonburg, Southwest on Rt 659 (1.9); L on Rt 689 (.7); R on Rt 687 (.6)
Rockingham	S. Fork Shenandoah River	Port Republic	No	SA	0	From Grottoes, Rt. 340 N.; W. Rt. 659, R. bef. river; Ramp on left.
Russell	Clinch River	Blackford Bridge	No	GA	0	From Honaker on Rt 80 South (1.4); L on Rt 641 (.03)
Russell	Clinch River	Carterton	No	SA	0	From Castlewood in the community of Carterton, Rt 615 N (1.9); R on Rt 628 (3.3); R on Rt 614 (1)
Russell	Laurel Bed Lake	Laurel Bed Lake	Yes	R	1	From Saltville, Rt 634 North (.3); L on Rt 613 to Rt 747 in Clinch Mt. WMA
Russell	Clinch River	Nash's Ford	No	SA	0	From Honaker, Rt 645 West (8.3); L on Rt 798 (.2)
Russell	Clinch River	Puckett's Hole	No	SA	0	From Honaker, Rt. 645 West (2.2); L on Rt 651 (1); R on Rt 652 (2.3)
Scott	Bark Camp Lake	Bark Camp Lake	Yes	R	1	From Dungannon, Rt 772 North (.5); L on Rt 653 (1.6); R on Rt 706 (3.9); R on Rt 822 (2.8)
Scott	Clinch River	Clinch Port	No	RS	1	From Clinchport take Rt 65 north (2.3); landing on the right
Scott	Clinch River	Dungannon	No	RS	1	From Dungannon, Rt 65 at Ruritan Park
Scott	Clinch River	State Line	No	SA	0	From Clinchport, SR 58 East (1.6); R on SR 625 (9)

County/City	Body Of Water	Access Area	Barrier Free?	Type of Access	#	Location
Shenandoah	N. Fork Shenandoah River	Chapman's	No	R	1	From Edinburgh, Rt 11 North (3.2); R on Rt. 672 (2.2)
Shenandoah	N. Fork Shenandoah River	Meems Bottom	No	SA	0	From New Market (4.5) North; Rt 730 East (3.2)
Shenandoah	N. Fork Shenandoah River	Strasburg Landing	Yes	R	1	From Strasburg, W on Rt 55; R on Industrial Road (SR 1201) to the Park
Smyth	Hungry Mother Lake	Hungry Mother St. Pk.	Yes	R	1	From Marion, Rt 16 North, R on SR 617 (1.4); L on SR 750
Smyth	North Fork Holston River	Saltville	No	R	1	From E. Main St. in Saltville, L. on Government Plant Road (100yds), R. on River Road (1/4 mi), landing on left
Southampton	Blackwater River	Blackwater Bridge	No	R	1	From Windsor, Rt 603 West (6)
Southampton	Nottoway River	Carey's	No	R	1	From Capron, Rt 653 Northeast (4.5)
Southampton	Nottoway River	Gen. Vaughan Bridge	No	R	2	From Franklin, Rt 258 South (9.5)
Southampton	Nottoway River	Hercules	No	R	1	From Franklin, Rt 671 West (4)
Spotsylvania	Rapidan River	Elys Ford	Yes	CH	0	From Chancellorsville, Rt 610 Northwest (4.5)
Spotsylvania	Rappahannock River	Motts Run	No	BS	0	From Fredericksburg, Rt 3 West; North on Rt 639 (.9); L on Rt 618 (2.1)
Stafford	Lake Curtis	Lake Curtis	Yes	R	1	From Hartwood, Rt 612 North (2.7); R on Rt 622 (.5)
Suffolk	Butler Tract Lake	Butler Tract Lake	No	R	1	From Chuckatuck, N on Rt 10/32 (1.25), E into Suffolk Park, follow signs inside park to ramp
Suffolk	Crane Lake	Crane Lake	No	R	1	From Chuckatuck, North on Rt. 10/32 (1.25), East into Suffolk Park, follow signs inside
Suffolk	W. Branch Reservoir	Western Branch	No	R	2	From Providence Church, Rt 605 North (3); Girl Scout Drive to ramp
Surry	James River	Lawnes Creek	Yes	R	1	From Bacons Castle, Rt 650 North (5.2)
Sussex	Airfield Pond	Airfield Pond	No	R	1	From Wakefield, South on Rt.628 (5) to ramp.
Sussex	Nottoway River	Peters Bridge	No	R	1	From Littleton, Rt 35 South (1); R on Rt 631 (2.7)
Virginia Beach	Back Bay	Back Bay	No	R	1	Princess Anne Road, South to Back Bay; L on Rt 622
Virginia Beach	Rudee Inlet	Owls Creek Municipal	Yes	R	4	From Virginia Beach, South on General Booth Blvd.
Virginia Beach	Back Bay	Princess Anne WMA	No	R	1	From Virginia Beach South on Princess Anne Road; L on Rt 699
Warren	S. Fork Shenandoah River	Bentonville	No	SA	0	From Bentonville, West on Rt 613 (1)

County/City	Body Of Water	Access Area	Barrier Free?	Type of Access	#	Location
Warren	N. Fork Shenandoah River	Catletts Ford Landing	No	SA	0	From Front Royal, N on Rt 522 (.9); L on Rt 637 Guard Hill Rd (4.3); L on Rt 626, Catlett's Ford Rd
Warren	Shenandoah River	Front Royal	No	SA	0	Front Royal on Luray Avenue
Warren	S. Fork Shenandoah River	Karo	No	SA	0	From Front Royal, West on Rt 340 (5) at Karo
Warren	Shenandoah River	Morgan's Ford	No	SA	0	From Front Royal, East on 6th. Street to Rt 624 (3)
Warren	N. Fork Shenandoah River	Riverton	No	R	1	From Front Royal, North on Rt. 340/522 (1/4 mile), Right on Rt. 637 (250 yds), Landing on Right
Warren	Shenandoah River (South)	Simpson's Landing	No	SA	0	From Front Royal, West on Rt 340 (.3); R on Rt 619 (4.3); L on Rt 673 (.7); L on Rt 623
Washington	S. Holston Lake	Avens	No	R	1	From Abingdon, South on Rt 75 (3.2); L on Rt 672 (2.4)
Washington	North Holston River	Clinch Mnt. Landing	No	R	1	From I-81, take Exit 35 towards Chilhowie, R. on Whitetop Road (8 mi.), L. on Easy St., R. on 1st Ave (1 mi), L. on Perryville Rd. (3 mi), Landing on left
Washington	Hidden Valley Lake	Hidden Valley Lake	Yes	R	1	From Holston, North on Rt 19 (2.5); R on Rt 690 (2) to WMA
Washington	S. Holston Lake	Whitaker Hollow Park	No	R	1	From Abingdon, South on Rt 75 (8); L on Rt 670 (3); L on Rt 674 (4); L on 664 (2)
Westmoreland	Chandler's Mill Pond	American Legion	Yes	R	1	From Montross North Rt 3 (1)
Westmoreland	Gardy's Mill Pond	Gardy's Mill Pond	Yes	R	1	From Callao, West on Rt 202 (2); L on Rt 617 (1.2)
Wise	Clinch River	St. Paul	Yes	B5	0	Located in St. Paul at Town Park
Wythe	New River	Austinville	Yes	R	1	From Austinville S. on Rt 69 to the River
Wythe	Rural Retreat Lake	Rural Retreat Lake	Yes	R	1	From Rural Retreat, South on Rt 749 (1.1); R on Rt 677 (1.6); L on Rt 778 (.7)

SPORTSMEN: BOAT SMART—WEAR YOUR LIFE JACKET

A disproportionate number of sportsmen die in boating accidents, most often from falls overboard or capsizing. Wearing a life jacket may save your life. Most boating-related drownings could have been prevented had the victim been wearing a life jacket.

The newest type of life jacket, the manual or automatic inflatable, is lightweight and comfortable. They are versatile enough to be worn at any time of the year, and will easily fit over a hunting coat or sweater.



photo courtesy of The U.S. Coast Guard

Safety Tips

- Check the weather before leaving.
- Wear a life jacket, vest, or float coat.
- Remain seated and keep weight evenly distributed.
- Anchor from the bow, never from the stern.
- Properly load your boat.
- Stay with your boat if it should capsize.
- Guard against hypothermia.
- Leave the alcohol at home.

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Our boating page, “On The Water,” appears seasonally in the magazine and offers great tips on maintenance and boating safety.

SAFE BOATING

The Law about Alcohol, Drugs, and Boating

Virginia's law states that boat operators with blood alcohol concentrations of .08 percent or more by weight, by volume, shall be presumed to be under the influence of alcoholic intoxicants.



Dwight Dyke

Implied Consent

The Virginia Implied Consent Law states that by operating a watercraft, you are agreeing to submit to a breath and/or blood test to determine the amount of alcohol and/or drugs in your blood. Unreasonable refusal to submit to these tests constitutes grounds for the revocation of the operator's privilege to operate a watercraft on the waters of the Commonwealth.

Zero Tolerance Law

Virginia Law prohibits persons younger than 21 from consuming alcohol and operating a watercraft with any measurable alcohol level. Operation under the influence of alcohol or other drugs is a criminal offense. Additionally, persons age 18–20 arrested buying, possessing, or drinking alcohol can be fined up to \$2,500, lose their motor vehicle operator's license for up to 1 year, and be sent to jail.

Protect Yourself

Don't allow a drinking boater to make you and your passengers boating fatality statistics. Be alert to what other boaters are doing and steer clear of boaters who may be abusing alcohol and/or drugs.



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