

## VESSEL IDENTIFICATION, REGISTRATION & TITLING NEWSLETTER

*Latest news, updates & information*

**Volume 5, Issue 1**

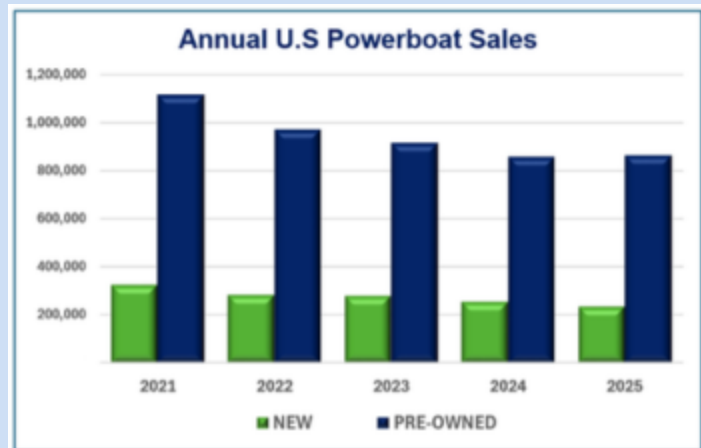
### NASBLA's Registration & Titling Dashboard

The "State Titling & Registration Requirements" dashboard which has commonly been used as a reference, is no longer active. NASBLA did not receive grant funding from the Sport Fish Restoration & Boating Trust Fund for the Dashboard. NASBLA is currently exploring potential alternatives. Please reach out to [Ron Sarver](#) for updates or questions.

### New and Pre-Owned Boat Sales

There will be plenty of boats out on the water this coming season, many being operated by their new owners.

Despite concerns among new boat builders about a softening market – especially when compared to the unusually high demand during the pandemic – U.S. boat sales are alive and well. Last year over 1.1 million powerboats were purchased nationwide. While new boat sales were down slightly compared to 2024, pre-owned purchases made up the difference as more people turned to previously owned boats as a more cost-effective alternative.



### Vessel Identification System (VIS) Memorandum of Agreement

The Vessel Identification System (VIS) is a centralized database that provides identifying information on Coast Guard documented vessels and registered vessels from participating states and territories – currently 39 states participate in VIS. Participating states get full access to VIS data for law enforcement and vessel registration and titling purposes. Participation in VIS is voluntary and is reciprocal: your state agrees to share your state's vessel registration data with the Coast Guard and in return, your state has access to vessel registration data from all other participating states.

There are no substantive changes to the Memorandum of Agreement (MOA), but the VIS MOA now includes requirements addressing data security, required actions upon discovery of unauthorized (confirmed and suspected) access to VIS data, and a required 4-year review by both parties (state and the U.S. Coast Guard).

The updated VIS MOA will be rolled out in two main phases:

1. The MOA will be sent to the 12 states awaiting participation in VIS, in batches of 4-5 states at a time.
2. Updated MOAs will be sent to the 39 states already participating in VIS.

For more information, please refer to the FAQs on the VIRT website or contact [Kristin Williams](#) from the Coast Guard Office of Auxiliary & Boating Safety (CG-BSX-21).

## Interstate Reports

An interstate transfer occurs when a vessel is registered in one state/territory and is subsequently moved and registered in another state/territory. In 2017, the NASBLA Vessel Identification, Registration & Titling Committee (VIRT) surveyed all 50 states and the 6 U.S. Territories regarding notification of interstate transfers. The survey found that only nineteen (19) states, or 35 % of the states/territories provide this notification in some form. Although interstate transfer notification is not currently required by law, the NASBLA VIRT Committee recognizes the benefits of providing such notifications.

Program uniformity is a priority for the U.S. Coast Guard and NASBLA. Refer to the [Best Practice Document here](#).

If you are unsure who to send an Interstate Notification report to, please use the [state directory](#) to identify the appropriate boat registration and titling contact person.

For more information on how to produce an Interstate Notification report, or to learn more about their importance, please contact [Rick Barrera](#).

## Self-Import Affidavit for Vessels Imported for Personal Use

(Not for Resale)

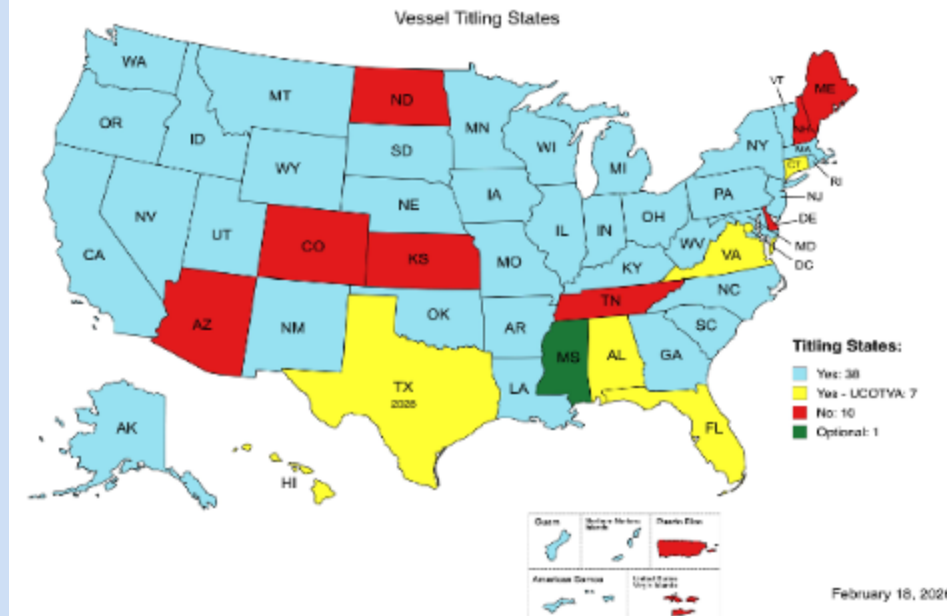
Sales of recreational vessels to the U.S. buyers where the purchaser completes the transaction remotely (i.e. via the internet), does not take delivery in the builder's country, does not arrange for shipment, and is not the foreign builder, are not considered self-imports and are not lawful.

A valid Hull Identification Number (HIN) is required to issue a certificate of number. Under an agreement between U.S. Coast Guard and Canada, Canadian-issued HINs are acceptable and may be used without issuing a Z number.

In 2024, the VIRT committee developed a best practice document outlining a standardized process for states to validate self-imported vessels through the use of an affidavit. This affidavit supports law enforcement efforts by helping to deter and identify the illegal importation of vessels. The process requires applicants to provide a sworn statement attesting to the lawful entry of the vessel into the United States. For additional guidance, refer to the [best practice document](#).

## Vessel Titling States

Confused about boat titles? Check out this handy [map](#). This map breaks it down by state – easy and clear!



## Vessel Identification, Registration & Titling Committee Charges

### Sneak Peak

On March 12, 2026, the Vessel Identification, Registration & Titling Committee held the annual in-person meeting in Lexington, Kentucky to discuss current charges and possible new charges for next year.

The VIRT committee is excited to share some of the charges that we are working on this year:

- Assist the states and work with NCCUSL through their Enactment Committee, with promoting and supporting adoption of the Uniform Certificate of Title for Vessels Act. VIRT recognizes that accurate vessel information is the backbone of recreational boating safety data, and UCOTVA helps to ensure that vessels chain of ownership is kept intact from owner to owner and state to state.
- Develop Training Tools for Registration and Titling for frontline users.
- Updates to the Model Act to reflect current definitions and best practices.
- Continue to provide support for states participating in VIS. Identify and address barriers to participation for non-participating states. Identify a most wanted list of states the committee would like to focus on getting enrolled in VIS.
- Standardize the information that is required for an outboard motor MSO so states, marine dealers and lenders can capture the proper information that is needed in order to title an outboard motor and to also record liens on an outboard motor.



## Registration & Titling Spotlight

Jason Michael Latiolais

This month's feature focuses on **Jason Michael Latiolais**, Safety Compliance Officer, with the **USCG Recreational Boating Product Assurance Branch (CG-BSX-23)**.

**What is a fun fact you would like to share about yourself?**

I had the privilege of working with both the Department of Defense and the Department of State in Hong Kong for 3.5 years, serving within the diplomatic community. During our time there, my youngest daughter was born, making the experience even more memorable for our family. We look forward to returning one day for a visit.



**How long have you worked for the state?**

I've been Active Duty in the Coast Guard for 22.5 years and counting. I have been with the USCG Recreational Boating Product Assurance Branch (CG-BSX-23) for 6 months.

**What is your position?**

Safety Compliance Officer – I work with boating manufacturers, mainly on MIC and HIN-related issues.

**What area do you think you could help other state R&T divisions with the most?**

By working together, we can identify problems with HIN/MIC issues and ensure, through quality control, that boats with legal MIC/HINs are being registered. This will also help enforce the legal importation of boats into the United States.

[Read More](#)

**How can we give you a hand?**

Do you have questions about titling and registering watercrafts?

Looking for guidance on state assigned HINs?

Reach out to Rick Barrera at [rick@nasbla.org](mailto:rick@nasbla.org), a VIRT Committee member will contact you!

VIRT Resources

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