

**In January-February 2018, the USCG/States/NASBLA ERAC Incident Reporting Policy Project Workgroup reviewed the entries in this Vessel Types/Sub-Types list as it developed recommendations regarding Vessel Determinations and Data Elements/Fields/Definitions for national collection. The workgroup recommendation is to make the list of subtypes available for voluntary use in a revamped reporting system (currently titled “BARD”) as drop-downs from the primary, authorized Vessel Types. States that choose to use subtypes would select from the lists here. Two other workgroup recommendations are marked on page 7.**

### **VESSEL SUB-TYPES FOR USE WITH AUTHORIZED VESSEL TYPES\*\*†** **(Grouped by authorized types) – as approved Sept. 3, 2013**

This list presents the vessel types/sub-types work product voted on and approved by the NASBLA membership in a process authorized under NASBLA’s Bylaw III, Section 8.‡ The basic framework for this report category—with the 12 vessel types that have been set in regulation for the States’ implementation by January 2017, and vessel sub-types for optional use under selected vessel types—is presented on page 2. The list of terms and definitions for all entries begins on page 3.

All vessel sub-type entries were vetted through the project review process, up to and including the project team’s modification of the June 2013 proposal on Vessel Sub-Types that was released to the States on July 11, 2013; the refinements were in response to requests for clarification received from NASBLA members in the final review and comment period conducted July 11-29, 2013. See **History**, below, and **Overview of Process** on page 8 of this document.

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\* The **12 Authorized Vessel Types** have been set in regulation as per the U.S. Coast Guard’s Final Rule on Changes to Standard Numbering System, Vessel Identification System, and Boating Accident Report Database, 33 C.F.R. Parts 173, 174, 181, 187, issued March 28, 2012, with implementation by the states no later than January 2017. The **Vessel Sub-Types** are for **optional use**.

† **History:** Vessel sub-types entries were vetted through a multi-stage review process involving the project team (subgroup of NASBLA Engineering, Reporting & Analysis Committee (ERAC), including additional U.S. Coast Guard subject matter experts); the full ERAC; the NASBLA Executive Board; and the broader NASBLA community via two open comment solicitations – the first, Feb. 22-March 24, 2013, and the second, July 11-26, 2013 (following the release of a revised version of the list on July 11). Comments also were received from NASBLA membership during a Feb. 28, 2013 session conducted as part of the NASBLA Spring BLA Workshop (recorded and made available online), and a July 15, 2013 national teleconference/webinar (recorded and made available online). List reflects **all changes, including** the project team’s resolution of feedback received during the July review and issues identified in its final discussions on the entries. Changes resulting from the July feedback are: 1) appended clarification (bracketed and not part of the official definition) to guide the placement of “Flyboards” and “JetLevs” into “Personal Watercraft” (authorized Type); 2) amendment of the definition for the “Whitewater Raft” Sub-Type under “Inflatable Boat” (authorized Type); and 3) for consistency, technical edits to the definitions for the “unspecified” Sub-Types that fall under certain of the Vessel Types.

‡ **Voting process:** Voting was authorized under NASBLA Bylaw III, Section 8 (Conducting Interim Business). A Request for Vote was initiated in an Aug. 2, 2013 email to all Boating Law Administrators by John Johnson, NASBLA CEO, on behalf of the NASBLA Executive Board. The original 30-day voting period had an Aug. 31, 2013 deadline for receipt of ballots by email, fax, or postal mail; the deadline was extended to Sept. 3, 2013 to accommodate a holiday weekend. By the Sept. 3 deadline, 44 NASBLA member States had cast ballots, with 43 in the affirmative for this product (and two other work products moving through the process simultaneously).

## AUTHORIZED VESSEL TYPES AND OPTIONAL VESSEL SUB-TYPES

VESSEL TYPES terms authorized in 33 CFR 173.57 (eff. 1/17)	VESSEL SUB-TYPES for optional use with the authorized Vessel Types, to expand the selections
<b>Open Motorboat</b>	Bass Boat
	Center Console
	Runabout
	Runabout-Bow Rider
	Runabout-Low Profile
	Ski Boat
	Wakeboard Boat
	Deck Boat
	Jon/Utility Boat
	Offshore Performance Boat (Open Style)
	Rigid Hull Inflatable Boat
	Open Motorboat (unspecified)
	<b>Cabin Motorboat</b>
Cuddy Cabin Cruiser	
Offshore Performance Boat (Cuddy Cabin Style)	
Cabin Motorboat (unspecified)	
<b>Paddlecraft</b>	Canoe – Unspecified
	Canoe – Whitewater version
	Canoe – Decked version
<b>Paddlecraft</b>	Kayak – Unspecified
	Kayak – Whitewater version
	Kayak – Recreational version
	Kayak – Touring version
	Kayak – Sit-on-top version
	Paddleboard
<b>Personal Watercraft</b>	Paddlecraft (unspecified)
<b>Pontoon Boat</b>	
<b>Sail Only</b>	Sailboat
	Kiteboard
	Sailboard
	Sail Only (unspecified)
<b>Auxiliary Sail</b>	
<b>Airboat</b>	
<b>Houseboat</b>	
<b>Inflatable Boat (see p. 7)</b>	Whitewater Raft (see p. 7)
	Inflatable Boat (unspecified)
<b>Rowboat (see p. 7)</b>	Drift Boat
	Rowing Shell
	Rowboat (unspecified)
<b>Other</b>	Other (Describe)
	<b>Possible sub-types to code as Other</b>
	Amphibious Vehicle
	Hovercraft
	Pedal Boat

## VESSEL SUB-TYPES associated with AUTHORIZED VESSEL TYPES

In this list, the main Vessel Types entries authorized and defined in regulation as a result of the issuance of the Final Rule on Changes to SNS, VIS and BARD are identified by yellow highlighted term labels. The optional use Vessel Sub-Types entries—and in the case of Paddlecraft Sub-Types, “versions” of two of the sub-types—are identified by underlined term labels.

The term labels and definitions for the authorized Types—Open Motorboat, Cabin Motorboat, Paddlecraft, Personal Watercraft, Pontoon Boat, Sail Only, Auxiliary Sail, Airboat, Houseboat, Inflatable Boat, and Rowboat—are as defined in regulation. However, clarifying information—not intended to be part of the official definitions—has been appended to Personal Watercraft, Pontoon Boat and Inflatable Boat. Also, a definition is presented for “Other,” a Vessel Type term label that was authorized, but not defined in CFR.

### OPEN MOTORBOAT (continues next page)

**OPEN MOTORBOAT:** *A vessel equipped with propulsion machinery and having an open load carrying area that does not have a continuous deck to protect it from the entry of water.*

**Bass Boat:** *Generally, an outboard powered vessel designed for inland bass fishing or inshore fishing; usually distinguished by a small, two or three occupant cockpit with decking covering most of the rest of the vessel; the decking typically has built-in sockets for the insertion of pedestal fishing seats for use only when the vessel is still or moving slowly; usually propelled additionally by a bow-mounted electric trolling motor.*

**Center Console:** *A single-decked open hull vessel where the console is in the center of the vessel. The deck surrounds the console so that a person can walk all around the vessel from stern to bow with ease.*

**Runabout:** *A vessel with a deck covering the bow, with an offset helm, conventional seating and windshield, and typically between 17 and 30 feet in length.*

**Runabout-Bow Rider:** *A vessel with an open bow area and seats in front of an offset helm station, with conventional seating and windshield, and typically between 17 and 30 feet in length.*

**Runabout-Low Profile:** *A closed bow vessel, with low freeboard/transom, shallow V configuration, powered by a large engine, and typically between 17 and 30 feet in length.*

**Ski Boat:** *A vessel with a shallow draft V bottom hull; typically inboard powered; designed primarily for towed watersports.*

**Wakeboard Boat:** *A vessel with a shallow draft V bottom hull; typically inboard powered; designed primarily for wakeboarding; typically has a wakeboard tower and some type of adjustable variable onboard ballast system or adjustable transom tab in order to create larger wakes.*

**Deck Boat:** *A vessel with large open spaces in the interior and plenty of seating, typically with a deep-V or tri-hull construction. If closed cylinder buoyancy, see **PONTOON BOAT**.*

**Jon/Utility Boat**: *An open, lightweight vessel, usually constructed of aluminum and usually with bench seats.*

**Offshore Performance Powerboat (Open Style)**: *A high performance vessel of open fiberglass construction with a deep V or catamaran offshore racing hull; usually 30 to 50 feet long; relatively narrow in beam and generally equipped with two or more powerful engines.*

**Rigid Hull Inflatable Boat (RIB/RHIB)**: *A relatively light-weight vessel constructed with a solid, shaped hull and flexible or foam-filled tubes around much of the vessel’s perimeter.*

**Open Motorboat (unspecified)**: *Vessel does not fit any of the Open Motorboat Sub-Type descriptions.*

## **CABIN MOTORBOAT**

**CABIN MOTORBOAT**: *A vessel propelled by propulsion machinery and providing enclosed spaces inside its structure.*

**Cabin Cruiser**: *A vessel with a cabin that can be completely closed by means of doors or hatches.*

**Cuddy Cabin Cruiser**: *A vessel with a small cabin, galley, head, and berth; typically, the cuddy is not tall enough to stand in.*

**Offshore Performance Powerboat (Cuddy Cabin Style)**: *A high performance cabin vessel of fiberglass construction with a deep V or catamaran offshore racing hull; usually 30 to 50 feet long; relatively narrow in beam and generally equipped with two or more powerful engines.*

**Cabin Motorboat (unspecified)**: *Vessel does not fit any of the Cabin Motorboat Sub-Type descriptions.*

## **PADDLECRAFT (continues next page)**

**PADDLECRAFT**: *A vessel powered only by its occupants, using a single- or double-bladed paddle as a lever without the aid of a fulcrum provided by oarlocks, thole pins, crutches, or similar arrangements.*

**Canoe-Unspecified**: *A vessel typically pointed upwards at both ends and open on top; propelled by single-bladed paddles.*

**Canoe-Whitewater version**: *A vessel designed for whitewater; propelled by single-bladed paddles; generally has more bow and stern curvature (rocker) and supplemental flotation, in the form of bow, stern or center air bags, than its flatwater counterpart; may be outfitted for tandem, solo or both.*

**Canoe-Decked version**: *A vessel propelled by single-bladed paddles; has a spray-skirt to enclose the open portion of the canoe; the paddler kneels in it and uses a canoe paddle.*

**Kayak-Unspecified:** *A vessel propelled by double-bladed paddles, by one or more seated individuals facing the direction of travel.*

**Kayak-Whitewater version:** *A vessel designed for whitewater; propelled by double-bladed paddles; generally has more bow and stern curvature (rocker), which aids in maneuverability; generally uses a spray-skirt; generally, a shorter kayak, but may be as long as 12 feet.*

**Kayak-Recreational version:** *A vessel propelled by double-bladed paddles; typically has a large cockpit with or without a provision for sealing the opening to the body of the occupant (i.e., spray-skirt); typically less than 12 feet in length, with wider beam and larger cockpit than a touring version kayak.*

**Kayak-Touring version:** *A vessel propelled by double-bladed paddles; typically has built-in storage capacity for gear and provision for sealing the cockpit opening to the body of the occupant with a water-tight spray-skirt; normally longer and more slender in construction than a recreational version kayak. (Includes sea kayaks)*

**Kayak-Sit-on-top version:** *A vessel that one sits on top of, not inside of; propelled by double-bladed paddles; has a sealed, watertight deck surface into which seats and features might be molded; does not have an opening that can be sealed around the occupant, but may have thigh straps.*

**Paddleboard:** *A vessel, similar in appearance to a surfboard, but may vary significantly in length; intended to be propelled with a single- or double-bladed paddle.*

**Paddlecraft (unspecified):** *Vessel does not fit any of the Paddlecraft Sub-Type descriptions.*

**PERSONAL WATERCRAFT** **PERSONAL WATERCRAFT:** *A vessel propelled by a water-jet pump or other machinery as its primary source of motive power and designed to be operated by a person sitting, standing, or kneeling on the vessel, rather than sitting or standing within the vessel’s hull. [Includes tethered water thrust equipment.] §*

## **PONTOON BOAT**

**PONTOON BOAT:** *A vessel with a broad, flat deck that is affixed on top of closed cylinders which are used for buoyancy, the basic design of which is usually implemented with two rows of floats as a catamaran or with three rows of floats as a trimaran. [If typical deep-V or tri-hull construction, see **OPEN MOTORBOAT - Deck Boat.**] \*\**

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§ Bracketed information is intended only for clarification of application and is not part of official definition.

\*\* Bracketed information is intended only for clarification of application and is not part of official definition. Definition for **Deck Boat** (proposed **OPEN MOTORBOAT** sub-type) directs users to **PONTOON BOAT** in the event of closed cylinder buoyancy. The distinction and appropriate application is also to be addressed in training.

## **SAIL ONLY**

**SAIL ONLY:** *A vessel propelled only by sails.*

Sailboat: *A vessel with sail as its only method of propulsion.*

Kiteboard: *A vessel, similar in appearance to a surfboard, with or without foot-straps or bindings, combined with a large controllable kite to propel the rider and board across the water.*

Sailboard: *A vessel, similar in appearance to a surfboard, equipped with a swivel mounted mast and sail not secured to a hull by guys or stays.*

Sail Only (unspecified): *Vessel does not fit any of the Sail Only Sub-Type descriptions.*

## **AUXILIARY SAIL**

**AUXILIARY SAIL:** *A vessel with sail as its primary method of propulsion and mechanical propulsion as its secondary method.*

## **AIRBOAT**

**AIRBOAT:** *A vessel that is typically flat-bottomed and propelled by an aircraft-type propeller powered by an engine.*

## **HOUSEBOAT**

**HOUSEBOAT:** *A motorized vessel that is usually non-planing and designed primarily for multi-purpose accommodation spaces with low freeboard and little or no foredeck or cockpit.*

## INFLATABLE BOAT

**Recommended:** All of the CFR-authorized Vessel Types are based on the vessel’s propulsion; this is the only one based on hull type/material. Recommend removal of “Inflatable Boat” as a Type (would require regulatory change) and creation of a check box on the incident report form for inflatable construction. Upon removal of this Type, recommend moving Vessel Subtype “Whitewater Raft” to the “Rowboat” Vessel Type and deleting the “Inflatable Boat (unspecified)” subtype.

**INFLATABLE BOAT:** *A vessel that uses air-filled flexible fabric for buoyancy. [If equipped with mechanical propulsion, see OPEN MOTORBOAT.]*<sup>††</sup>

Whitewater Raft: *A vessel designed for use on whitewater, consisting of very durable, multi-layered rubberized (hypalon) or vinyl fabrics (PVC) with independent air chambers; may be steered with paddles at the stern or with central helm oars.*

Inflatable Boat (unspecified): *Vessel does not fit the Whitewater Raft Sub-Type description.*

## ROWBOAT

**Recommended:** See recommendation under “Inflatable Boat.”

**ROWBOAT:** *An open vessel manually propelled by oars.*

Drift Boat: *A vessel with a wide, flat bottom for low draft; flared sides; a narrow, flat bow, often mistaken for the transom; and a pointed stern; specialized to run rapids on rivers.*

Rowing Shell: *A light, long, narrow racing vessel for rowing by one or more persons.*

Rowboat (unspecified): *Vessel does not fit any of the Rowboat Sub-Type descriptions.*

## OTHER (continues next page)

**OTHER (Describe):** *If the vessel does not fit any of the descriptions above, enter another term for the vessel that best describes it.*<sup>‡‡</sup>

**Proposed SUB-TYPES that would appropriately fit under “OTHER”**

Amphibious Vehicle: *A motorized, wheeled vehicle that can be operated as a vessel.*

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<sup>††</sup> Bracketed information is intended only for clarification of application and is not part of official definition. **INFLATABLE BOAT**, unlike the other main, authorized Vessel Types, focuses on hull type instead of propulsion. Given how vessels are currently coded in BARD, users are directed to look to the propulsion type as a primary consideration before resorting to use of this entry.

<sup>‡‡</sup> **OTHER** is an authorized Vessel Type, but was not defined in the Final Rule. This is the recommended definition.

**Accident Reporting Terms and Definitions Project –  
Building consensus around standardized terms and definitions in accident report categories  
NASBLA’s Engineering, Reporting & Analysis Committee and the U.S. Coast Guard**

**Hovercraft:** *A vessel capable of moving over water or land on a cushion of air created by downward directed fans powered by engine(s).*

**Pedal Boat:** *A vessel mechanically propelled by paddles, worked by one or more operators’ feet and legs.*

**Overview of Process:** The review process for this Accident Reporting Terms and Definitions Project was accepted by the NASBLA Executive Board and the USCG Office of Auxiliary and Boating Safety in mid-June 2011. For each category of report terms:

- Achieve project team consensus on terms/definitions through series of teleconferences and interim work;
- Share team consensus list with and get feedback from full ERAC committee and NASBLA Executive Board and the U.S. Coast Guard (for initial, Office-level review);
- Share the resulting, refined list with and get feedback from the States/Territories using a structured, open comment period;
- Review responses to assess need for additional team refinements to the entries;
- Submit final consensus list to the NASBLA Executive Board for delivery to and vote by the NASBLA membership;
- Transmit to the U.S. Coast Guard for final review and clearance through its appropriate internal channels.

On September 11, 2012, NASBLA membership approved Resolution 2012-3 (In support of the Accident Reporting Terms and Definitions Project, the adoption of standardized terms and definitions by the U.S. Coast Guard, and actions to facilitate their application), and under its provisions, the first two work products in the series – Accident Types/Events and Accident Contributing Factors/Causes.

On September 3, 2013, NASBLA membership approved the final three work products in the series – Operation, Activity, and Vessel Sub-Types (for optional use with authorized Vessel Types).